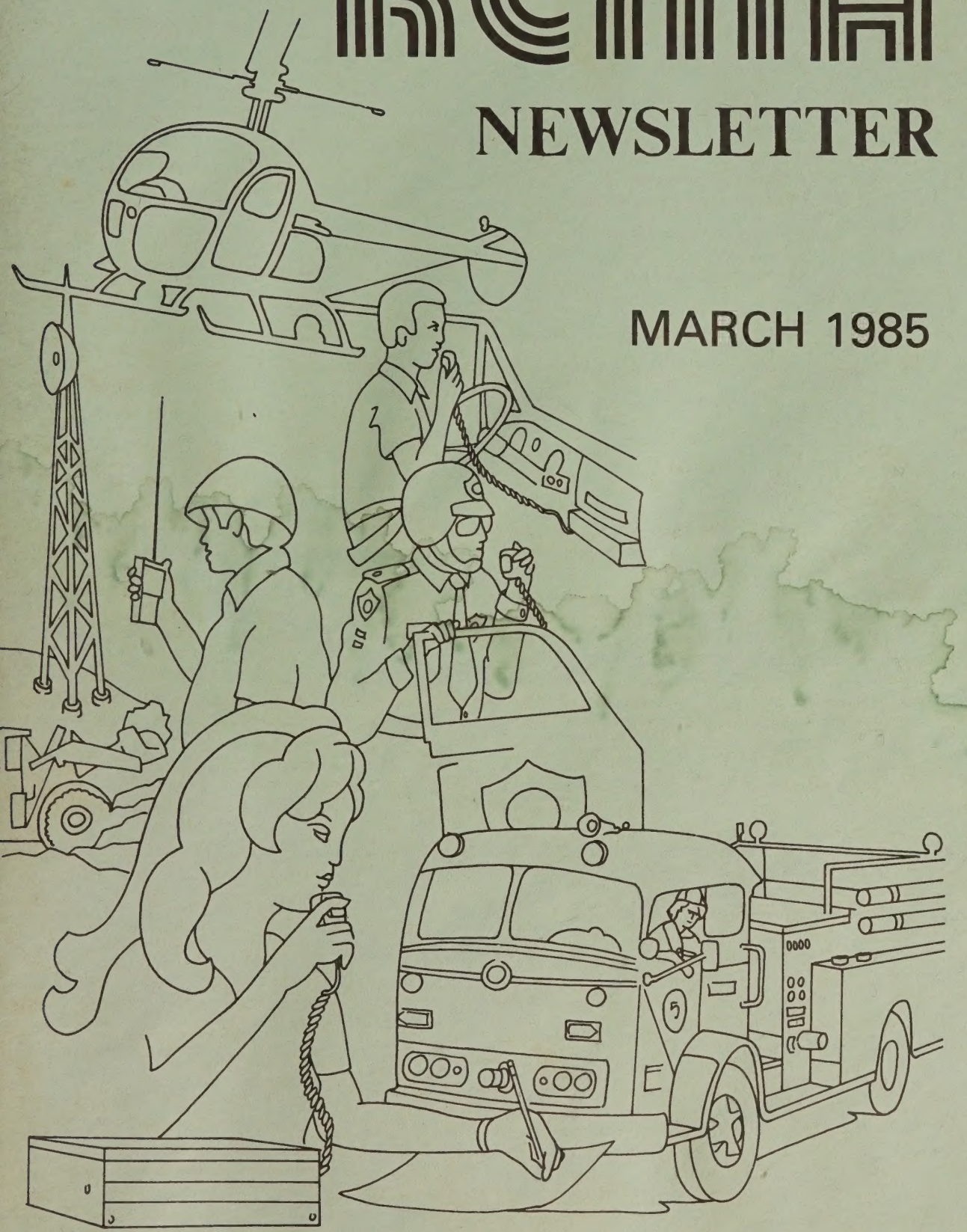
RCMA

NEWSLETTER



MARCH 1985

FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

RCMA BOARD OF DIRECTORS

SECRETARY

Bill Ell (CA-LA-185)
2831 Hermanos St.
Pasadena, CA 91107

TREASURER

Mike Lussier (ID-001)
P.O. Box 3962
Santa Fe Springs, CA 90670-1962

RCMA NEWSLETTER

GENERAL MANAGER
Editor • Business Affairs • Advertising

Carol E. Ruth (CA-OR-100)
P.O. Box 542
Silverado, CA 92676

ASSISTANT EDITOR

Ginny Slick (MD-012)
1 West Potomac
Williamsport, MD 21795

RCMA REPRESENTATIVES TO THE ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

Jerry Short (CA-OR-002)

FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to R.C.M.A. General Manager, P.O. Box 542, Silverado, CA 92676. This includes matters that relate to renewals, changes of address, newsletter delivery problems, joining the club, etc.

2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, 1 West Potomac, Williamsport, MD 21795.

3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA General Manager, P.O. Box 542, Silverado, CA 92676.

4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.

5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

6. Please write on only one side of the paper.

7. Please don't combine in one letter several items that should go to different addresses.

8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

9. Your RCMA membership number and expiration date appear on your newsletter mailing label.

10. You may join or renew your membership for ONLY one year at a time.

11. RCMA accepts paid advertising. For information on advertising rates and mechanical requirements, contact Carol Ruth, RCMA Advertising Manager, P.O. Box 542, Silverado, CA 92676.

RCMA NEWSLETTER

Issue 109 March 1985
©Copyright. All rights reserved
RCMA, P.O. Box 4563, Anaheim, CA 92803

TABLE OF CONTENTS

AIRCRAFT 7
ANARC NEWS 3
BEGINNERS CORNER 11
BELOW 30 MHz 12
BUSINESS, ETC 14
CALENDAR 2
CANADA 16
COMMUNICATIONS PROFILE 38
COMPUTER CORNER 21
CONTACT/INFO WANTED 20
FCC TOPICS 27
FEDERAL GOVERNMENT/MILITARY 30
INTERNATIONAL 33
LOW BAND SKIP 34
MARKETPLACE 38
NEW MEMBERS LIST 87
PHOTO DEPARTMENT 40
PUBLIC SAFETY:
- CALIFORNIA 64
- GREAT LAKES 73
- NORTH CENTRAL 56
- NORTH EAST 59
- SOUTH CENTRAL 50
- SOUTH EAST 41
- WEST 55

RAILROADS 73
SPACE COMMUNICATIONS 87
SPECIAL FEATURE 77
TECHNICAL TOPICS 81
THOUGHT WAVES 5
VHF MARINE 83

TO ALL RCMA MEMBERS AND PROSPECTIVE MEMBERS

PLEASE ADDRESS ALL CORRESPONDENCE (INQUIRIES ABOUT MEMBERSHIP, RENEWALS, ADDRESS CHANGES, DELIVERY OR RENEWAL PROBLEMS) TO:

RCMA GENERAL MANAGER
P.O. BOX 542
SILVERADO, CA 92676

CORRESPONDENCE SENT TO RCMA'S ANAHEIM POST OFFICE BOX WILL STILL BE ANSWERED, BUT THERE WILL BE A 4 – 6 WEEK DELAY.

The RCMA Newsletter is published by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico–$18.50; Europe–$20.00, South Pacific and Asia–$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted ©. Reproduction of any material in this newsletter is prohibited without prior written consent.

RCMA

° ° ° Calendar ° ° °

Send notices of upcoming events for the Calendar section to:
John R. Clark, 2701 Fairview Road, Costa Mesa, CA 92602
Please send notices well in advance of the Newsletter deadline.

R.C.M.A. Greater L.A. Area Chapter

Contact : Eric J. Christensen (CA-LA-045)
P.O. Box 3962 Santa Fe Springs, CA 90670-1962

Meeting Location: Mercury Savings & Loan, Valley View and Lincoln
Buena Park, CA, 2nd floor(elevator in rear)
Unless otherwise noted meetings are on the 4th
Friday of the month and start at 8:00 PM

February 23 SATURDAY 11:00 AM Tour Long Beach Harbor Note SATURDAY
Alamitos Bay Marina, 205 Mrina Dr, Long Beach
Thomas Bros Map, Page 80. Tour Includes a Ride-A-Long on a
Long Beach Marine Dept Patrol Boat. Talk in on 144.33

March 22 FRIDAY Possible tour of Santa Fe Railroad's Hobart Yard
Los Angeles Area near the intersections of 5 & 7 freeways.
Just off East 26th street, City of Vernon. Map next month.

April 26 FRIDAY Tour Pasadena Police Command Center 8:00 PM
142 N. Arroyo Parkway, Pasadena, CA

May 23 FRIDAY Tour Los Angeles Rapid Transit District

R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, Il
two blocks east of St Charles Road exit from Eisenhouer
Expressway Extention I-290 (phone 312 544 7277)

Saturday	March	9, 1985	1:00 PM
Saturday	April	20, 1985	1:00 PM
Saturday	June	8, 1985	1:00 PM
Saturday	August	3, 1985	1:00 PM
Sunday	August	18, 1985	Field Exercise
Saturday	September	21, 1985	1:00 PM
Saturday	November	16, 1985	1:00 PM

Visitors are welcome but please confirm the date in advance.

A SASE on file assures notification of tours and other item which may be scheduled on short notice.

R.C.M.A. Minneapolis-St. Paul Area

Contact: Chuck Steier MN-008 (612) 927-9253
4820 Hwy 7, Minneapolis, MN 55416

A SASE on file assures notification of chapter activities (tours, gatherings, etc) non members are welcome to attend.

R.C.M.A. Philadelphia

Contact: Gerald M. Schoaf, Floyd Schoenberg, C. Willard Load
PA-036 PA-076 PA-164
P.O. Box 213, Upper Derby, PA 19082 (215) 356-1982

Meeting the first Monday of the month, 7:30 PM at

Saint James Church Next to "The Grange"
Corner of Myrtle Ave & Warwick Road
Haverford, PA 19083

Talk In On: CB Channel 9 GMRS 467/462.675 Hams 147.66/.06

R.C.M.A. for D.C., MD, VA, & DE

Contact: Capitol Hill Monitors % Alan Henney (MD 069)
6912 Prince Georges Ave, Takoma Park, MD 20912

All Ohio Scanner Club

David B. Marshall OH 146 President
50 Villa Road, Springfield, OH 45503

The All Ohio Scanner Club is now in the process of expanding it's area of coverage to include the states of Indiana, Kentucky, Michign, Pennsylvania, Tennessee, and West Virginia, and also Ontario, Canada. We welcome members from these states who wish to join our club. Sample newsletter: $1.00 plus 22 cent stamp. Membership information for a 22 cent stamp.

Austin Area Radio Listeners Meeting

Meeting every 2nd Tuesday 6:45 PM Austin Public Library 4th floor room B. For more information, contact Richard Quintanilla TX 043 Austin Radio Club, P.O. box 5053, Austin Tx 78763

Tuesday	February	12, 1985
Tuesday	March	12, 1985
Tuesday	April	9, 1985
Tuesday	May	14, 1985
Tuesday	June	11, 1985

Southern New England Scanners Club

Contact Robert Murphy SNEC President 401-353-0208
P.O. Box 1591, Pawtucket, RI 02862

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

For an annual subscription to the ANARC Newsletter, send $5 to:
Joe Barr, 1500 Bunbury Drive, Whittier, CA 90601. ($8 overseas subscription.)

ANARC was organized in the Spring of 1964 as a uniting confederation for non-profit hobby radio listening clubs in United States and Canada. ANARC holds an annual summertime convention at a different site in North America. Listeners, from all over the world, attend these conventions, which are usually three days long and filled with discussions, demonstrations, exhibits, and presentations. An opportunity to meet with broadcasters, listeners and others who share their hobbies, interests and professions is the key benefit for those who attend. Eight ANARC Conventions have been held in Mid-West U.S.; seven in Canada; three in Eastern U.S.; three in Western U.S.; none in Southern U.S.

ANARC 1985 Convention will be held in Milwaukee, Wisconsin, July 19-22. For details send SASE to ANARCON '85 P.O. Box 24 Cambridge, WI 53523. The Red Carpet Hotel, 4747 S Howell Ave adjacent to the Milwaukee airport, will be convention headquarters. Convention Chairman is Mike Kitter, 1985 publisher of the ANARC Newsletter.

ANARC 1986 Convention will be held June 18-20 in Montreal, Quebec, Canada, hosted by Ian McFarland and Radio Canada International

Central Maryland Dx Association meets on the 2nd Monday of each month. for information contact Tony Kobylski (301) 563 0039

ANARC Commitee Chairmen for standing committies are listed below. If you contact them please use a SASE

Broadcasters Liaison:	Ian McFarland, Radio Canada Int. P.O. Box 6000, Montreal, Quebec, Canada H3C 3A8
Computer Information:	Bill Krause, 6700 153rd Lane, Anoka, MN 55303
DX Equipment Information:	Harold Sellers, 3 Camrose Cresent Scarborough, Ontario, Canada M1L 2B5
Frequency Recommendation:	Ralph Bowen, P.O. Box 156, Mentone, CA 92359
OTH-B Radar:	Bob Horvitz, 54 E. Manning St., Providence, RI 02906
QSL Committee:	Edward Pyatt, Box 6584, Hampton Univ Hampton, VA 23668

EBRUARY 16 SOUTHERN CALIFORNIA AREA DXERS (SCADS) Saturday, 10AM-4PM. illage View School Auditorium, 5361 Sisson Drive, Huntington Beach, CA. ll DXers welcome. For information send a SASE to Don Schmidt, APT A-2 809 Rose Ave., Long Beach, CA 90807

LD RADIO COLLECTORS, 1030 Aviation Blvd., Hermosa Beach, CA 90254, pecialized in sales, repairs, and restoration of old-time radios.

HE ACE published by the Association of Clandestine Radio Enthusiants s available in sample form for $1.00. Regular membership is $8.50 per year or US. $9.00 for Canada and Mexico. A*C*E*, 1615 S 4th Street, inneapolis, MN 55454.

********** NOTICE ********** NOTICE **********

en you contact someone and would like a reply, please be sure to send a lf Addressed Stamped Envelope (SASE). Remember as of February 17, 1985 stage will go up

First Class 22 cents / oz Postcard 14 cents

****

IONAL RADIO CLUB has published the seventh edition of their "N.R.C. estic Log Book" listing all medium wave stationsin the U.S. and Canada frequency and call letters. Cost per copy in U.S. and Canada is $10.00. ers with payments in US dollars to : National Radio Club Publications ter, P.O. Box 164, Mannsville, N.Y. 13661

THOUGHT waves

Ginny Slick, RCMA Assistant Editor, 1 West Potomic, Williamsport, MD 21795

I'd like to take a few lines from the Your Thoughts column to welcome aboard the new Shortwave editor, Geoff Haligey (Eng-oo5). Both Jerry Short, Who met Geoff this summer in England, and our former shortwave editor, Bob Horvitz, are extremely pleased That Geoff has consented to edit the column. I understand that Geoff is a little concerned that the membership might not want to send material across the Atlantic, but I'm sure that you'll all support him as well as you would someone on this continent. Let's fill Geoff's mailbox to show him how much we've missed the SW column the last months.

Unfortunately, as I happily welcome Geoff aboard, I am at once sad to say good-by to our Contact/Info editor, Amy Polivka. Amy has done a super job over the years, and has always put herself into the column and into learning to know the members. We are losing a very special person. The column will need a new editor, and if there are any interested members, please TYPE a letter to me so that I may know of your wish to edit it. You may get some idea of what would be expected of you by looking at the column as Amy submitted it in past issues. Now, before I ramble on and turn this into the column I'm too busy to write, I'll say so long for another month. Stay active...send a letter or contribute to a column....We need your support.

Ginny

Dear Ginny:

After reading your October Thought Waves, I feel insulted! You said "Some of these chapters such as L.A. and Chicago include members with nearly a decade of learning and experience."

Well child let me tell you about the "old days" of monitoring. Scanners came onto the scene about 1968, first with units from Bearcat followed by equipment from Regency and Sonar. Before scanners and their conveniences there were still monitor receivers with 1 to 6 crystal positions, tuneable units and combination sets with tuning dials and a crystal position for each band (if more than one band). We were lucky if we could determine frequency within 100Kc (yes Kc). Correct and acurate frequency information was almost impossible to come by. There was no Police Call, Microfiche or even "Action Radio". There was one publication that had some information of some accuracy but it was not widely distributed. For the most part you had to hope you could find a friendly radio operator and check a license or if you were real lucky he might know about nearby areas. There were not that many frequencies in use anyway and 30-40 towns might share the same one. Channel splitting and heavy use of UHF was yet to come.

There was also Bearcats first product, the little Tiger converter. In Chicago, a similar local product Clark 450 took the city by storm. It was a small device powered by 2 penlight batteries that converted about ½ Megacycle of any VHF/UHF band to the AM broadcast band. FM was slope detected. A rubber band around a pocket AM portable and the converter alowed the unit to radiate into the receiver. The miracle was that not only did we have somthing to monitor the UHF (since 1962) Chicago P.D. but it was portable and it worked and worked well (15 - 20 miles beyond the city limits).

Tuneable units were available from the mid-fifties. I got my first Hi-band unit in 1966 and picked up my "Little Tiger" about a year later for UHF. Some shortwave radios from Hallicrafters and National Radio of Malden Mass. included Lo-band Vhf. I got mine in 1950. They did not work to well. I heard the old Chicago Park District Police and a couple of pagers. Since tone pagers were not invented yet,

The operator had to record the pager numbers and messages if included and play them back continuously. The person paged had to turn on his pager every so often and listen for his/her number!

The Chicago streetcar/bus system radio on 44.54 always came in a lot better at 89Mz on the big living room AM-FM console. NBC in Chicago always made quite a bit of use of the 26meg RPB band. I listened to the 1952 and 1956 NBC radio cues for 3 political conventions. The cue transmitter was also used for local contributions to NBC-Radio's Monitor program even when the local station was not carrying the network feed. A local program called "Night Desk" hosted by the city editor of the Sun-Times featured a radio new writer riding around in rolling lighting rod demo vehicle (at least thats what it looked like with all those antennas. The name of the radio writer was Jack (John) Chancellor, later to head the Voice of America and the same guy you see on NBC-TV's evening news. Although base to mobile communications was 26meg AM, car to base was 450! Other stations used Hi-band if they used it at all. DeMet Pontiac (who traded the rolling lightning rod for air time) sponsored a ½ hour sports block 6 nights a week (Sat was an hour). I lived about 6 furlongs from a harness track that they telecast from. They would put a gadget called the RCA Radio Mike in the starters gate car. This thing was a box about 6x6x12 inches, had 2 handles on the sides, a spring type antenna on the top (like an oversize 800 antenna) and had a hole to talk into. Output was 1/10 watt. I was able to catch that thing on 26 megs also. The car dealer closed up and went into the TV program business producing "Championship Bowling" and "Championship Golf" syndicated coast to coast.

In the forties, aircraft were not on VHF yet. I heard Chicago Approach Control on about 5 Mhz over the big living room 16 tube superhet console with the big green "Magic Eye" tube. (The tower was on 350Kc LF.) Also heard were state police from ??? states at about 2200Kc? and the Chicago P.D. on 1712Kc (from the twenties till 1958 when they went to Hi-band for 4 years).

So you see Ginny, some of us have been around monitoring a long time. I learned to work the bandswitch on the big radio about 1945. Jim Cavanagh IL-060 has been around a lot longer. Mike Yanul's (IL-014) father is a retired Chicago policeman who used the old AM system.

Gene Hughes could fill you in on the LA veteran monitors.

Shame on you!

Print this to show the newcommers that there was an old days.

Happy Fditing,

Edward Robert Sirovy

Edward Robert Sirovy IL-004

Asst. Ed. Note: I am properly embarrassed at my lack of knowledge concerning Mr. Sirovy's long career, but not too upset by my mistake, since it elicited this interesting reply! Thanks for enlightening all of us.....Ginny.

To the Editor:

I really enjoy the RCMA Newsletter. I have been a subscriber since 1981. I would also like to let the membership know that the PoliceCall Radio Guide is worth buying. It lists more radio frequencies on emergency services in an organized fashion. (By county and state) I would like to thank the people who work long hours to publish it. I hope that they keep on publishing it for years to come. I know many members would enjoy it.

Yours truly,
Mark A Thomas, Jr.

To the Editor:

The October issue was another fine one. Sometimes it seems that they are getting better. One thing for sure....they aren't getting worse! It has come a long way since I joined in 1976. I just wanted to tell you agin what a good job you are doing. If it weren't for people like you, we would not have a newsletter, or it would be like the 5 page blue one we had a few years ago.

I am not a good writer and my spelling isn"t the best, so I just have to sit and look at the fine work others are doing. I don't like being a taker, but I don't have much I can give except my thanks to you and all the others who put hard work into the newsletter.

I liked the Thoughtwaves column for October. I agree that we should never stop learning. We should try to learn something every day of our lives. I think we usually do learn something each day, sometimes we just have to stop and think about what we did learn! If there is something I learn or hear about that I think the mem-vers should know, I will send it in.

It is nice to know the person you hear on the radio. When I was living in California I was able to visit the CHP, and was able to see the dispatchers. It made listening more interesting.

October was the 104th issue of the Newsletter. I hope that we have amother 104 and that you'll be around to edit them.

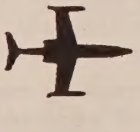
Good Listening
Charles L. Epps (MO-017)

To the Editor:

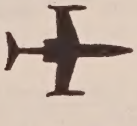
I would like to thank the members for the good response I've gotten when I requested some information. My mailbox was flooded on a few occasions in response to my request in the newsletter. A big THANK YOU to the members who wrote.

Now I have a semi-complaint. Where the heck is the support for the Public Safety West column? I'm not perfect because I haven't sent in alot of stuff either, but there must be more members out there who have info. It isn't too hard to put the scanner on Search and check our some new frequencies or simply list what is being heard and send it in. Granted, there aren't a lot of things to hear in some areas of the West, but there must be something, otherwise we wouldn't have a column. I'd sure hate to lose the column or have it absorbed somewhere else.

Thanks for listening,
Mark Johnson (ID-o12)



Aircraft



Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to:

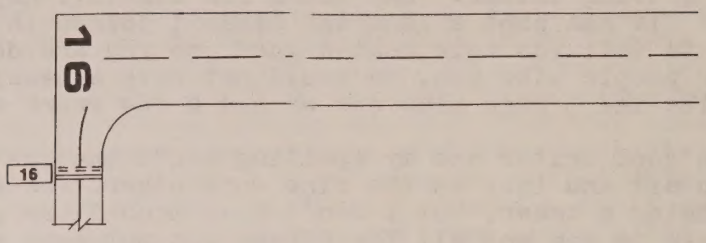
SGT David N. Silva, H&HS Crash Crew, MCAS-H New River, Jacksonville, NC 28540

Looks like another month has snuck up on us again. Due to the lack of input this month's column will be short. It's getting very hard to make any progress with such a small amount of material coming in for the column. I will ask no more.

Since there are not many frequencies to offer this month I thought I would do something a little different and cover some basic airfield information which might be of interest.

AIRPORT RUNWAY MARKING AIDS

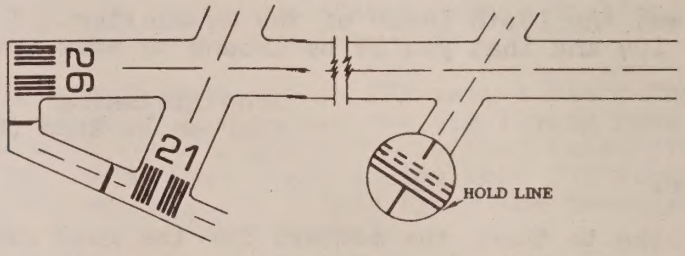
VISUAL RUNWAY



Visual Runway Marking: Used for operations under Visual Flight Rules.

(1) Centerline marking.
(2) Designation marking.
(3) Threshold marking (on runways used or intended to be used by international commercial air transport.)
(4) Fixed distance marking (on runways 4,000 feet (1200m) or longer used by jet aircraft.)
(5) Holding position markings (for taxiway/runway intersections.)

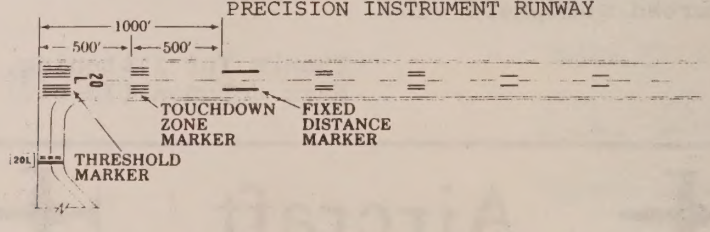
NON-PRECISION INSTRUMENT RUNWAY MARKING



Non-Precision Instrument Runway Marking: Used on runways served by a nonvisual navigation aid and intended for landings under instrument weather conditions:

(1) Centerline marking.
(2) Designation marking.
(3) Threshold marking.
(4) Fixed distance marking (on runways 4,000 feet (1200m) or longer used by jet aircraft.
(5) Holding position markings (for taxiway/runway intersections and instrument landing system (ILS) critical areas.)

PRECISION INSTRUMENT RUNWAY



Precision Instrument Runway Marking: Used on runways served by nonvisual precision approach aids on runways having special operational requirements:

(1) Centerline marking.
(2) Designation marking.
(3) Threshold marking.
(4) Fixed distance marking.
(5) Touchdown zone marking.
(6) Side stripes.
(7) Holding position markings (for taxiway/runway intersections and ILS critical areas.)

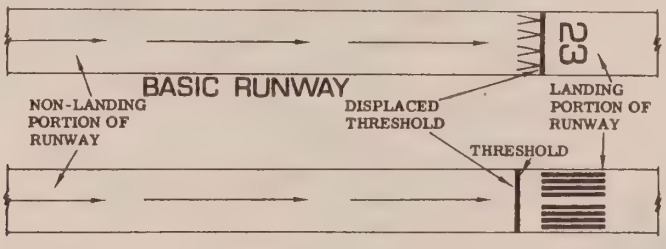
Runway designators: Runway numbers and letters are determined from the approach direction. The runway number is the whole number nearest one-tenth the magnetic azimuth of the centerline of the runway, measured clockwise from the magnetic north. The letter, or letters, differentiate between left (L), right (R), or

center (C) parallel runways, as applicable:

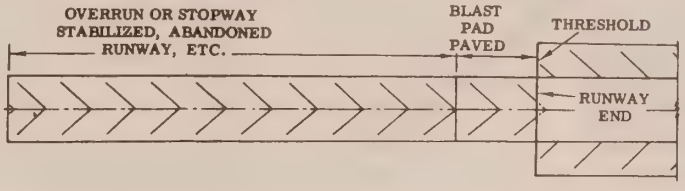
(1) For two parallel runways "L" "R"
(2) For three parallel runways "L" "C" "R"

Threshold: The designated beginning of the runway that is available and suitable for the landing of aircraft.

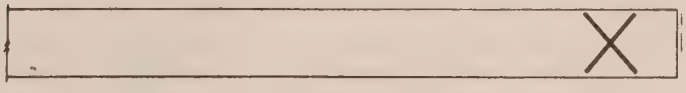
Displaced Threshold: A threshold that is not at the beginning of the full strength runway pavement. The paved area behind the displaced runway threshold is available for taxiing, the landing rollout, and the takeoff of aircraft.



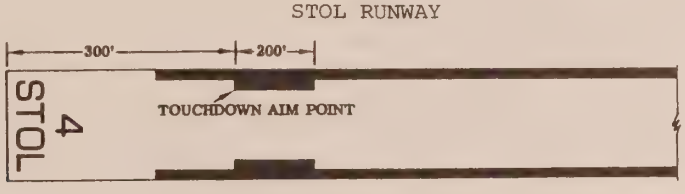
Overrun and Stopway Areas: Any surface or area extending beyond the usable runway which appears usable but which, due to the nature of its structure, is unusable.



Closed Runway: A runway which is unusable and may be hazardous even though it may appear usable.

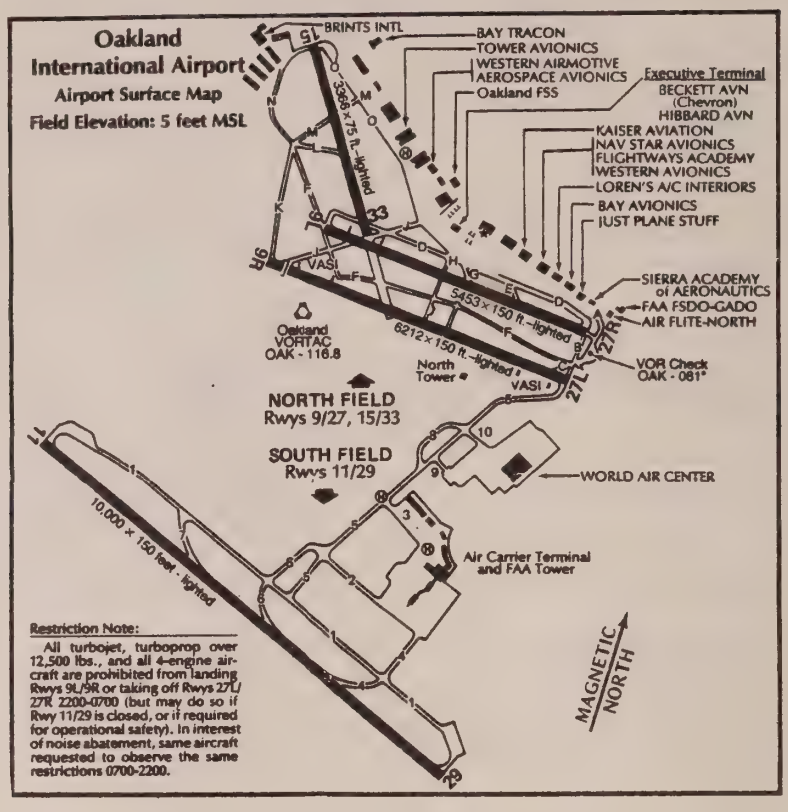


Fixed Distance Marker: To provide a fixed distance marker for landing of turbojet aircraft on other than a precision instrument runway. This marking is similar to the fixed distance marking on a precision instrument runway and located 1,000 feet from the threshold.



STOL (Short Take Off and Landing) Runway: In addition to the normal runway number marking, the letters STOL are painted on the approach end of the runway and a touchdown aim point is shown.

Taxiway Marking: The taxiway centerline is marked with a continuous yellow line. The taxiway edge may be marked with two continuous yellow lines 6 inches apart. Taxiway HOLDING LINES consist of two continuous and two dashed lines, spaced 6 inches between lines, perpendicular to the taxiway centerline; more recently, HOLD LINES also consist of one or more signs at the edge of the taxiway, with white characters on a red sign face.



TOWER	North Field Runways 9, 27, 33, 15	118.3
	South Field Runways 29, 11 "International Airport"	127.2
GROUND	North Field Taxiways A thru M	121.9
	South Field Taxiways 1 thru 9	121.75
ATIS	North Field	126.0
	South Field	128.5
UNICOM	Oakland Police use this Freq. to arrange for fueling of thier police helicopters	122.95
CLEARANCE DELIVERY		121.1
OAKLAND RADIO	Opening flight plans after takeoff	122.5
BAY APPROACH	Runways 9, 27, 15, 33	135.4
	Runways 11, 29	124.4
BAY DEPARTURE	North/West	120.9
	East	135.4

PORT AUTHORITY OF OAKLAND AIRPORT

FREQUENCY - 453.900

AIRPORT #1 thru 10 (#10 Security Chief)	Airport Management
AIRPORT #11 thru 20 (#11 Security for South Field, #12 Security for North Field	
	Airport Operations
AIRPORT #50 thru 80	Airport Maintenance
RESCUE #_____	Crash & Fire Units

Oakland Police have an officer based at the airport, ID # OPD #1. All airport vehicles have tower & ground radios, besides thier own radio.

WORLD AIRWAYS ---------- Operations & Ground ---------- 464.675

The information for the Oakland Airport was sent in by Mr. & Mrs. Cliff Polkinghorn (CAAL-029). Thanks for the contribution.

Due to an oversight on my part I neglected to credit Willard Hardman (DC-011) with the fine list of frequencies for the Dulles Airport. Sorry for the mistake.

This month's center frequency list is for Fort Worth.

FORT WORTH CENTER - KZFW

ABILENE - 127.45-132.35-134.25-269.4-317.7-323.0
ARDMORE - 128.1-132.95-322.4
BIG SPRING - 133.7-350.2
BLUE RIDGE - 127.6-132.85-134.15-254.3-377.1-397.9
BROWNWOOD - 269.4
CARLSBAD - 133.1-385.6
CLINTON-SHERMAN - 128.4-132.45-290.2-363.1
DUBLIN - 127.15-132.2-134.725-289.6-351.9-353.7
EL DORADO - 128.2-269.1
FARMERVILLE - 127.7-322.5
FORT WORTH - 126.0-127.0-317.4-360.6
LUBBOCK - 127.7-133.35-327.1-362.3
MARSHALL - 128.7-269.2-327.8
MCALESTER - 127.3-135.45-278.3-288.3-387.0
MIDLAND (SITE A) - 128.75-133.1-284.7-385.6
MIDLAND (SITE B) - 269.0
OKLAHOMA CITY - 133.9-298.9
PADUCAH - 127.9-319.8
PLAINVIEW - 126.45-316.1
SAN ANGELO - 135.0-360.6
SCURRY - 127.95-133.5-135.75-282.3-287.9-363.2
SHREVEPORT - 127.7-132.275-135.1-322.5-307.9
TEXARKANA - 124.8-132.425-135.35-284.6-357.6-381.4
WACO - 133.3-269.5
WICHITA FALLS (SITE 1) - 132.75-133.25-134.55-278.5-285.6-354.0
WICHITA FALLS (SITE 2) - 127.9-135.6-319.8-360.7

Before I end the column for this month I have a question for the members. Does anyone out there in RCMA land have some freqs. and information on the Reno, Nevada air races?

Thats all, good-bye!

Dj

Beginners ??? Corner

If you are new to monitoring, or have something you don't understand, please write to me at the address given below and I will try to answer your question. When possible, your questions and answers will be printed. For those who wish an immediate reply, please send a self-addressed, stamped envelope.

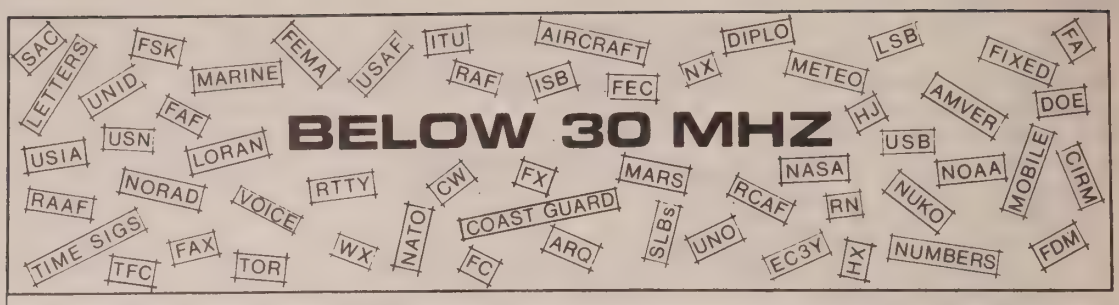
Bob Quinlan, 2210 N. Menard, Chicago, IL 60639

========== D E C A L c o M A N I A ==========

DECALcoMANIA, The club for collectors of promotional materials and recordings from broadcasting stations. The club membership is composed of many people interested in radio and TV (many of whom are DXers, were DXers, or know enough about it to potentially become DXers), and collect station paraphenalia like stickers, T-shirts, pennants, QSL cards, mobile news vans, etc. Some of the members also collect and trade tape recordings of radio stations, past and present, from all over the world.

A bulletin is published 10 times a year. Club dues are $6.50 per year US, $7.00 (US) to Canada, and $14.00(US) for airmail elsewhere. Contact: DECALorMANIA, P. O. Box 355, Berkeley, CA 94701-0355

==========



This column is for HF AM, CW, SSB, RTTY and FAX reception reports, notes, articles, news and questions related to HF utilities. Send reports to: Geoff Halligey, 85 Southwood Road, Cottingham, N. Humberside, England HU16 5AJ.

OTH

According to the London 'Times', scientists from both Britain and the U.S. have worked for some years on a project code named 'Cold Witness' to base an OTH radar syatem in Britain.

Some years ago Britain had such a system at Orfordness on England's east coast. This had an arrangement of tall masts in a horseshoe pattern, open to the east. But it did not work and was dismantled.

The new system, which is to bounce radio waves off the ionised layers above the Earth's atmosphere, is also to be based at Orfordness, it is thought, but as it is intended to improve the surveillance of the strategically important sea passages between Greenland and the Faroe Is., and the areas around the Kola Peninsula where some of the USSR's most important bases are located, a more northern site may be chosen.

Just to help matters, a list of the names and addresses of people involved in this highly confidential project was found last March in a telephone kiosk at Heathrow, London's Airport.

No frequencies yet, but a government statement has been promised.

SINGLE LETTER BEACONS

An interesting new SLB - XXX - can now be heard - at good strength in the UK, daytime, around 6771 kHz. (It has been logged on 6770.7 and 6772.5 on sucessive days - separate transmitters ?). Every few minutes it sends two five figure groups repeated three times. An automatic weather reporting station sprang to mind, maybe at some remote location such as an isolated island or mountain top.

However, the code figures change completely at every transmission, so weather reporting seems very unlikely. Who needs an automatic transmission every ten minutes during daylight hours, 0700 to 1545 ? The station does not operate after local dark, 1600 gmt at this time of the year.

Four UUU SLBs operate in parallel:

4448.5
6245.5
7569.5 and
10218

with a speed-up of their normal 13 calls per minute just prior to sending five 5-figure groups at irregular intervals.

Other new SLBs heard in December include:

5758	AAA	closes 1530
6993	PPP	closes 1500
7435	AAA	closes 1530
8158	KKK	on at 1400
10645.5	GGG	on at noon

10646.5	ZZZ	on at noon
10647	UUU	on at noon
13638	ZZZ	on at noon

Note the penultimate - it sends an accented letter, often a sign of a Soviet transmission.

The AAAs are interesting; the two frequencies 5758 and 7435 operate in parallel and send a 5-figure group every fifty minutes. Each group is repeated slowly 22 times, so they want to make sure that someone gets it right ! Once or twice, AAA has sent a second group immediately after the first, and even a third group after the second. There is some sort of pattern with these groups, e.g., successive groups have been:

50136	1109	Dec. 23
30284	1202	"
40200	1250	"
30175	1254	"
40051	1208	Dec 24
20115	1210	"
30519	1214	"

EC3Y, the mystery transmitter,was last logged on Dec. 14th, now I see that its frequency 8158 is occupied by an SLB sending KKK. EC3Ys other frequency, 13582,is being used by an unusual 3-letter beacon (unusual for HF) sending NBE. Curious.

On 6993, the SLB PPP sent 5-figure groups at 1425, then a short RTTY tape. Then at 1442 some more figures, more RTTY, some hand sent VVVs, ZGV ZJP, then launched into a long 5-letter group message, using accented letters which ended at 1454. PPP now resumed until 1500 when the station closed down, as noted previously and shown in the list above.

Now, as I listen, NBE has broken off on 13582 and is sending mixed figure and letter groups - UUE46 EBV4V BUU4N DUU4U etc.

Well, the more you listen, the more you hear.....

UNITED NATIONS

UNIFIL - United Nations Forces in Lebanon - can be heard on the air daily 0900 to 1030 gmt on 19445 kHz, USB and CW. The USB transmissions are all Italian, but I have heard English on CW.

AIRBORNE PHONE-IN

Delta Airlines is one of nine US airlines to install telephones for passenger use, four per aircraft, for outgoing calls only, at 7 dollars fifty per minute. It is not reported over here what frequencies are in use - there are not many to spare on the aircraft band - and care will obviously have been taken to ensure no interference to operational communications. The system relies on 37 ground based automatic relay stations linked to local conventional telephone exchanges.

Perhaps some member can supply more complete details ?

AND SEABORNE

Marconi's new 'Oceanray' installation enables ships fitted with a 90 cm dish to lock on automatically to the Atlantic or the Pacific INMARSAT satellite. This system permits direct dialling of telephone and telex calls from sea to anywhere in the world.

ASCENSION ISLAND

The HF communications frequencies for this USAF-operated airfield on British territory are as follows:

6753	2000 - 0800
8993	H24
11176	1800 - 1000
13244	1000 - 1800
15015	0800 - 2000

DIEGO GARCIA, CHAGOS IS.

And the USN base on this remote island in the Indian Ocean has, for its aircraft frequencies:

11176	1300 - 0200
23227	0200 - 1300

NEW RX ?

It is rumoured that an FRG 8800 is soon to be launched in the UK. Any news from Stateside ?

VOLMETS

We can just hear Argentine VOLMETS in the UK, on 5601 from H+00 to 30, 1800 to 2300 or thereabouts. , Female voice, USB, typical (I think) Argentine Spanish. Further details and alternate freqs. would be welcomed by your Editor.

Hasta la vista !

Business, Etc.

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufactureers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to:

Brandt Niemuth, P.O. Box 541, Rosemont, IL 60018

Welcome to another chapter in the ongoing saga of the "Business" world. Thought for the month: Sign in window of Chinese fast-food restaurant: "Drive through or wok out."

On to the goodies. From Tom (WI-073): (All info is for the Madison, Wi area:

30.96	KEW 719	Barricade Flasher Service
35.12	KKK 434	C A Hooper Construction
35.7	KVK 357	Jones Construction
35.76	KAQ 863	Icke Construction
43.02	KSD 405	Mathy Construction Co
43.04	KCJ 956	C A Hooper Construction
43.1	WZZ 845	Ed Kraemer & Sons Construction
43.12		Hammersley Construction
43.28	KUR 955	Gabes Construction Co
43.52	KNBM673	Ed Kraemer & Sons Construction
151.52	KVU 344	Scott Construction Co
151.505	KNCB390	Lunda Construction Co
152.87	KSK 864	J H Findorff Construction Co
152.87	KQV 719	Sweeney Bros Construction
158.46	KLT 454	Speedway Sand & Gravel
158.385	KAS 348	Hartung Brothers
151.565	KSE 881	Baraboo Concrete Co
151.715	KRV 936	D R S Services
152.9	KJL 852	Wolf Paving Co
35.1	KSH 994	E C Voit & Sons Concrete
35.82	KZZ 954	Capitol Redi-Mix
47.56	KJR 938	Sun Prairie Redi-Mix
47.6	KWO 831	Madison Redi-Mix

49.52	KCS 356	Lycon Inc
451.725	KSJ 248	Wingra Concrete Co
451.725	KSJ 248	Wingra Stone Co
461.125	KRF 213	Fox Construction Co
461.125	KSQ 897	Bob Harrison Trucking
461.15	KBR 281	Melvin Paulson & Sons Trucking
461.175	KBR 281	Melvin Paulson & Sons Trucking
452.075		Terra Construction
461.55	KBK 540	Karow Bros Construction
461.575	KWB 731	F P & T Construction Co
461.575	KRZ 748	Lake Mills Black Top Co
461.275	KMD 862	Len Schlobohm Construction
463.2		Tricor Transit Inc
463.225	KNFH801	Asphalt Parking Stripe Co
461.675	WZH 692	Homburg-Olf Construction
461.925	KSI 864	L S Lunder Construction
463.625	KNDD257	James O'Brien Trucking
463.55	KKS 462	Consolidated Paving Co
463.7	KNAA747	Thiessen Trucking & Excavating
463.85	KJM 415	Sam Parisi Construction
463.875	KNFS717	F H Raemisch Construction
464.2	KFL 997	Madison Stone Co
464.25	KRY 515	Burch Construction Co
464.45	KQH 375	Baraboo Asphalt Co
464.55	KR 5609	Grignano Construction
464.6		Decker Supply Co
464.725	KNFL399	Sta-Lite Corp
461.225	WXL 746	Capitol Air Freight
151.985	KBA 807	Dunhams Delivery Service
461.275	KVS 903	Federal Express
461.125	KUD 485	Madison Air Freight
452.625	KSJ 226	Purolator Courier Corp
152.36B/157.62M	KWO 863	Union Cab Co
152.39B/157.65M	KSA 768	Badger Cab Co
152.45B/157.71M	WGG 950	Deluxe Limousine Service
461.7	KNCK399	Batz Sanitation
463.3	KJS 438	Browning Ferris Industries
462.075	KLD 958	City Disposal
461.1		Container Haul-Away Co
463.85	KLD 638	Doug's Sanitation
461.55	KQH 224	Eckel Disposal
463.6	KQH 333	Valley Sanitation
463.2	KZH 782	Windsor Sanitation
151.715	KNDQ954	Rosie's Rural Rubbish Removal
452.575	KVK 322	American Automobile Association
463.75	KNDZ557	Anderson Towing Co
463.675	KZV 911	B J T Towing
463.875	KNCM923	Bauers Standard Service
150.86	KEK 799	Bennett's Standard Towing
157.47	KIU 384	Blystone Towing Co
464.275	KXE 667	Davis Towing Service
157.485	KUG 474	Don's Towing Service
35.06	KDK 499	Dvorak's Wrecker Service
461.775	KLY 972	East Towne Arco Service
151.685	KXT 970	Heavy Duty Wrecker Service
463.55		Pabst Towing & Recovery
461.2		Puccio's Towing Service
150.875	KXC 547	Riteway Wrecker Service
157.515	KWB 734	Schmidt's Wrecker Service
464.000	KNDN286	Steve's Towing & Plowing
463.675		Tom's Auto Clinic
150.83	KZU 949	Tri-County Towing
461.1	KNDM514	Verona Auto Body
463.625	KNAK824	Wayne's Towing Service
461.225		A-1 Towing Service
450.55	KEH 360	WISC-TV Ch 3
450.25	KEH 352	WMTV Ch 15 F-1
461.7	KNBK572	WMTV Ch 15 F-2

From Joe M Lewis (MD-015) comes some info on the AAA Motor Club in the Florida area, which will be reprinted as is (hopefully) for clarity.

FROM JOE M. LEWIS MD015

ALL VERIFIED BY SOURCE

AAA EMERGENCY ROAD SERVICE STATIONS

These are the stations who come to your rescue when you call for Emergency Road Service in Pinellas County. Please do not call any station direct. ALL emergency calls are dispatched by radio from the club's Telephone Service Center.

CLEARWATER

Clark's Gulf Service
2001 Drew St. P-2
Ph. 446-3710

Danny's Shell Service
803 S. Missouri Ave. S-3
Ph. 461-3696

Nationwide Auto Repair Center
2345 U.S. 19 N. P-9
Ph. 796-2208

Pinellas Auto Sales & Service
1340 U.S. 19 S. P--5
Ph. 535-9891

SEMINOLE

Keller's Seminole Texaco
6390 Seminole Blvd. Q-2
Ph 392-2502

Stewart's Seminole Shell
7400 Seminole Blvd. S-2
Ph. 392-0252

ST. PETERSBURG

Amos Service Center
1406-4th St. N. M-4
Ph. 821-1993

Bowsman's Shell Service
5756 Central Ave. Q-3
Ph. 343-2176

Elvis' Exxon
1720-34th St. S. M3
Ph. 327-4666

St. Petersburg Texaco, Inc.
3636-34th St. N. M2
Ph. 527-1263

Jim's Triangle Garage
9901-4th St. N. Q5
Ph. 576-1104

Monaghan's Shell
4599-66th St. N. S4
Ph. 546-3311

DUNEDIN

Caladesi Mobil P-6
2600 Bayshore Blvd.
Ph. 733-9058

Cochran Shell Service
680 Main St. P-4
Ph. 733-6655

LARGO

West Coast Garage
280 West Bay Dr. S-1
Ph. 584-1154

PINELLAS PARK

Jay Dee Tire & Auto Repair
7511-49th St. N. M7
Ph. 544-8896

TARPON SPRINGS

So. Tarpon Auto Services
26 Highland Rd. P-8
Ph. 937-9167

Emergency lock service: Clearwater Lock & Safe, Sunshine Mall, Ph. 461-2517
L-1 L2

"P" UNITS 150.950 "S" UNITS 150.905

"Q" UNITS 150.935 "M" UNITS 150.965

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to:

Rob Berezowski, 211 Costigan Bay, Saskatoon, Saskatchewan, S7J 3P4 Canada

Welcome everybody to the March Canada column. I hope you are all well. I finished all of my Christmas finals, which is an accomplishment in itself. I may have even passed, who knows? Some of the 4th year electrical engineering students repeated the tradition begun last year. We had a party to celebrate the end of exams, then we went Christmas carolling to our professors' houses. It was only -22°C this year, compared to -35°C last year. Great fun anyway.

To start off this month I would like to tell you about the day the sky fell down over Colonsay, Sask. It happened in the afternoon of Dec 23/84. About 1:30 pm a light aircraft enroute from Edmonton to Esterhazy, Sask. encountered mechanical problems over Allan, Sask. Smoke started to fill the cabin, and oil sprayed all over the windshield. The pilot decided he had better land. He ended up on a road 1 mile east of Allan. As he was landing, he noticed a sign coming up. He tilted the right wing up, then went into the ditch on the left side. He powered out of the ditch and came to a stop on the road. Remarkably there was no damage to the plane. RCMP from the Colonsay detachment met him on the road. The pilot said that he was "going to get pretty drunk that night."

At about 2:30 pm Saskatoon Air Traffic Control called the RCMP dispatcher in Saskatoon again. This time it was a Piper Cherokee that had run out of fuel. It disappeared off of the radar near Colonsay. So the same RCMP officers began a hunt for this plane,

since the location was approximate and the pilot was not sure of where he was.

The officers had some difficulty finding him. Cars from Colonsay and Saskatoon detachments were checking all of the roads in the area, with no luck. There were no other planes in the area, since "all the ones they had were crashing."

Finally Air Canada 108, a 737 flying from Saskatoon to Winnipeg flew over the area. They circled the area several times at an altitude of approx. 4000 feet. During the flyover, one of the Saskatoon RCMP members told a Colonsay member that "If that 737 goes down, it's in your area!" The dispatcher replies: "If it goes down, it'll splash over everybody's area."

After several calls on 121.5 by the 737, the Cherokee pilot finally answered. He directed the 737 to his position, and the 737 spotted the downed aircraft. From the information given by Air Canada 108, relayed to the RCMP through Saskatoon ATC, the RCMP finally found the pilot at about 3:30 pm. Since there was no power in the aircraft, and the air temperature was around -30°C, that was "one very cold pilot." Again, there was no damage to the plane.

After getting some information from the pilot, the RCMP assisted the pilot in getting some more fuel, and he later flew the Cherokee to Saskatoon. After this second incident was over, the comment was made that these things come in bunches of three. It is strange how the two planes came down in the same area almost at once. You can file these two incident reports under "Black Hole of Colonsay."

Bruce (CAN-019) recently wrote in with a clipping from the Toronto Globe and Mail. It is an ad for Motorola Privacy Plus trunked radios. There is a picture of a stereotyped private investigator with the caption "Keep it confidential, Sam!" The ad describes how the trunked radios allow users privacy from other users, without interruptions. The channels are computer switched, allowing a user to be put in a queue if all 20 channels are busy. Subfleeting, Call Alert, Fleet Call and Multi-System options are available, but I don't know exactly what these are. This system sure sounds like 800 MHz trunked systems. I was not aware that 800 MHz systems had been set up in Canada yet, but apparently they are. I have also just been told that EMS on the Island of Montreal are on 800 MHz since July (more details below). So it looks like you can expect to start seeing teeny-weeny antennas on car roofs now.

Bruce also sent in some information on the Ontario Fire Buff Associates, or O.F.B.A. Bruce is a director of this organization, which is very active with meetings, tours, and their newsletter, the "Third Alarm." There is some radio information in the newsletter, but the main emphasis is on the fire service in Ontario. This includes articles on fire departments, histories, apparatus and new equipment, member activities, and other related news. If any RCMA member is interested in joining this group, I have an information sheet on the O.F.B.A. available for a SASE. Thanks for writing in, Bruce.

Stuart (CAN-099) sent in a large list of frequencies. I'll include excerpts from time to time in my column. The first installment appears this month. Stuart also sent in this information on police, fire departments and EMS in the Montreal region.

MONTREAL AREA SCANNER FREQUENCIES

FIRE		POLICE	
MONTREAL	412.762	MONTREAL INFO	154.220
MONTREAL	412.487	MONTREAL GENERAL	154.740
MONTREAL	413.262	MONTREAL CENTRAL	153.650
MONTREAL WEST	155.730	MONTREAL SW-CENTRAL	155.400
ROXBORO	155.370	MONTREAL NORTH	154.100
PIERREFONDS	159.300	MONTREAL EAST	153.920
DOLLARD	159.300	MONTREAL WEST	154.800
DOLLARD	159.030	QPF-METRO	166.620
LASALLE	159.150	QPF-METRO	167.010

LACHINE	153.830	QPF-HULL	166.680
VILLE ST.PIERRE	156.030	QPF-ARTHABASKA	167.040
VERDUN	156.150	QPF-ST.HYACINTHE	166.500
ST.HUBERT	411.687	QPF-ST.HYACINTHE	166.800
DORVAL	151.160	QPF-ST.JULIE	166.650
GREENFIELD PARK	154.860	QPF-ST.JEROME	166.830
COTE ST.LUC	413.162	MISC	
HAMPSTEAD	413.212		
OUTREMONT	413.337	CJAD	162.330
MOUNT ROYAL	413.425	CFCF	450.075
WESTMOUNT	413.487	TV-12	450.875
MUTUAL AID (6)	412.437		
MUTUAL AID W.I.	159.450		

MONTREAL FIRE 10-CODES

10:01	GO AHEAD	10:19	FALSE ALARM
10:02	REPEAT	10:20	GIVE YOUR LOCATION
10:03	CANCEL	10:21	GIVE LOCATION OF CALL
10:04	ROGER	10:22	SERVICE NOT REQUIRED
10:05	IN SERVICE	10:23	CALL BY PHONE
10:06	OFF THE AIR	10:24	DID YOU COPY
10:07	WORKING FIRE	10:25	CHANGE SECTORS
10:08	HELP SUFFICIENT	10:27	NOT AVAILABLE
10:09	HELP FULLY INVOLVED	10:28	ALARM COMPANY REQUIRED
10:10	UNDER CONTROL	10:31	WATER DEPARTMENT REQUIRED
10:11	OUT 1 HOUR	10:33	ROADS DEPARTMENT REQUIRED
10:12	2ND ALARM	10:34	INVESTIGATORS REQUIRED
10:13	3RD ALARM	10:35	POLICE REQUIRED
10:14	4TH ALARM	10:36	HYDRO REQUIRED
10:15	5TH ALARM	10:37	GAZ OFFICIALS REQUIRED
10:16	ENROUTE	10:38	DO YOU REQUIRE GAS
10:17	ON SCENE	10:39	RADIO CHECK
10:18	INVESTIGATING		

The Montreal Fire Dept uses a 3 digit code to identify the apparatus. The 1st digit is the vehicle type:

1 - Chief
2 - Pumper
3 - Rescue
4 - Aerial Ladder
5 - Heavy Rescue
6 - Snorkle
7 - Elevated Platform
8 - Manpower Wagon
9 - Investigative Unit
10 - Command Post (one unit, not assigned to a station)
11 - Canteen Mobile(" " " " " " ")

The last two digits of the MFD code are the station number. On a first alarm, 2 pumpers, 2 ladders and 1 chief respond.

On the West Island, there is a Mutual-Aid pact in effect. Pierrefonds supplies Ile Bizzard and St Genevieve. Pointe Claire supplies Beaconsfield and Kirkland. This is in addition to the West Island Mutual Aid pact. Each truck has a 3 digit code. The 1st digit is the city code:

1 - Pointe Claire
2 - Beaconsfield
3 - Kirkland
4 - Pointe Claire Volunteer Rescue Squad
5 - Pierrefonds
6 - Dollard
7 - Lachine
8 - Dorval
9 - Roxboro

The second digit of the code is the truck type:

1 - Prevention - Investigation
2 - Rescue
3 - Pumper
5 - Ladder
6 - Snorkle
7 - Tanker

The third digit is the actual unit number. For example, 532 is Pierrefonds Pumper #2.

On the Island of Montreal, there are 6 big cities which have their own Mutual-Aid pact ("Big 6" Mutual Aid). These cities are:

Cote St. Luc
Westmount
Outremont
Hamstead
St. Laurent
Mount Royal

Each city has its own UHF frequency as well as the Mutual Aid channel installed in the trucks.

EMS (Emergency Medical Services) on the Island of Montreal went to 800 MHz in July, according to Stuart. Currently there is not too much equipment in Quebec to monitor them. Each unit has a 4 digit identifier. The first two digits indicate the vehicle type:

Ambulances - 21,22,23,24,25,27,28,33,34,41,42,43
Doctor Cars - 51,52,53,54,55
Supervisors - 99
Fire Dept. First Responders - 88
eg. 88-11 Cote St Luc EMO
88-12 Pointe Claire Rescue
88-13 Pointe Claire Heavy Rescue
88-16 Dollard Rescue

To finish off this month, I'll include some more material from Stuart on Montreal. For the Christmas holidays, I went with my family to our cabin in Invermere, B.C. I have to slip this tidbit in on Invermere:

Invermere RCMP Rptr G 139.530/138.795in
(New repeater site in or near Invermere. The former channel 139.320 is still used on occasion. Radium detachment use both)

Anyway, as I was about to say, it is -29°C out there, at 10 pm local time. I don't think I will be skiing tomorrow! Take care everyone.

CAN	QUE	EMS	MONTREAL	GENERAL HOSP SCRTY	453.187
CAN	QUE	EMS	MONTREAL	SOUTHSHORE AMB	451.500
CAN	QUE	EMS	MONTREAL	SOUTHSHORE PARAMED	459.325
CAN	QUE	FIRE	MONTREAL	ADMINISTRATION	412.457
CAN	QUE	FIRE	MONTREAL	DISPATCH	412.762
CAN	QUE	FIRE	MONTREAL	EXECUTIVE	412.487
CAN	QUE	FIRE	MONTREAL	FIRE-GROUND	413.262
CAN	QUE	FIRE	MONTREAL	MUTUAL AID(BIG-6)*	412.437
CAN	QUE	FIRE	MONTREAL	WT'S	148.655
CAN	QUE	GOVT	MONTREAL	PUBLIC WORKS	411.162
CAN	QUE	GOVT	MONTREAL	PUBLIC WORKS	411.787
CAN	QUE	GOVT	MONTREAL	PUBLIC WORKS	411.862
CAN	QUE	GOVT	MONTREAL	PUBLIC WORKS	412.037
CAN	QUE	GOVT	MONTREAL	PUBLIC WORKS	412.087
CAN	QUE	GOVT	MONTREAL	PUBLIC WORKS	412.362
CAN	QUE	GOVT	MONTREAL	PUBLIC WORKS	412.412
CAN	QUE	GOVT	MONTREAL	PUBLIC WORKS	412.612
CAN	QUE	MARINE	MONTREAL	HARBOR MASTER	156.900
CAN	QUE	MISC	MONTREAL	ACE-ALARM	451.350
CAN	QUE	MISC	MONTREAL	ADT-ALARM	466.250
CAN	QUE	MISC	MONTREAL	AUTOBUS RIVE-SUD	411.812
CAN	QUE	MISC	MONTREAL	AUTOBUS RIVE-SUD	412.637
CAN	QUE	MISC	MONTREAL	BELL CANADA REPAIR	152.990
CAN	QUE	MISC	MONTREAL	BRINKS	159.495
CAN	QUE	MISC	MONTREAL	BRODERICK SECURITY	456.512
CAN	QUE	MISC	MONTREAL	CANADA SHADE TREE	46.120
CAN	QUE	MISC	MONTREAL	CHUBB-ALARM	460.750
CAN	QUE	MISC	MONTREAL	CONCORDIA SECURITY	460.175
CAN	QUE	MISC	MONTREAL	GARDA SECURITY	159.150
CAN	QUE	MISC	MONTREAL	GENERAL ELECTRIC	42.160
CAN	QUE	MISC	MONTREAL	GREEN ONIONS	411.962
CAN	QUE	MISC	MONTREAL	HYDRO-NORTH & EAST	142.635
CAN	QUE	MISC	MONTREAL	HYDRO-SECURITY	142.425
CAN	QUE	MISC	MONTREAL	HYDRO-SOUTHSHORE	142.335

CAN	QUE	MISC	MONTREAL	HYDRO-WEST ISLAND	142.995
CAN	QUE	MISC	MONTREAL	MCGILL SECURITY	460.125
CAN	QUE	MISC	MONTREAL	PINKERTON SECURITY	139.550
CAN	QUE	MISC	MONTREAL	POST OFFICE	411.762
CAN	QUE	MISC	MONTREAL	TRANSIT-MUCTC	141.240
CAN	QUE	MISC	MONTREAL	TRANSIT-MUCTC	142.545
CAN	QUE	MISC	MONTREAL	TRANSIT-MUCTC	165.330
CAN	QUE	MISC	MONTREAL	WELLS-FARGO	460.900
CAN	QUE	MISC	MONTREAL	WELLS-FARGO	460.975
CAN	QUE	NEWS	MONTREAL	CBF	455.937
CAN	QUE	NEWS	MONTREAL	CFCF-MOBILES	450.075
CAN	QUE	NEWS	MONTREAL	CJAD-MOBILES	162.330
CAN	QUE	NEWS	MONTREAL	CJMS	153.380
CAN	QUE	NEWS	MONTREAL	CKAC	450.500
CAN	QUE	NEWS	MONTREAL	CKAC	455.512
CAN	QUE	NEWS	MONTREAL	GAZETTE	171.690
CAN	QUE	NEWS	MONTREAL	JOURNAL DE MTL	451.950
CAN	QUE	NEWS	MONTREAL	TV-12	450.875
CAN	QUE	NEWS	MONTREAL	TV-6	149.620
CAN	QUE	POLICE	MONTREAL	CENTRAL	153.650
CAN	QUE	POLICE	MONTREAL	CENTRAL-SW	155.400
CAN	QUE	POLICE	MONTREAL	EAST	153.920
CAN	QUE	POLICE	MONTREAL	GENERAL	154.740
CAN	QUE	POLICE	MONTREAL	HARBOR'S BOARD	165.150
CAN	QUE	POLICE	MONTREAL	HARBOR'S BOARD	167.610
CAN	QUE	POLICE	MONTREAL	INFORMATION	154.220
CAN	QUE	POLICE	MONTREAL	INFORMATION	154.680
CAN	QUE	POLICE	MONTREAL	NORTH	154.100
CAN	QUE	POLICE	MONTREAL	R.C.M.P.	139.710
CAN	QUE	POLICE	MONTREAL	R.C.M.P.	139.800
CAN	QUE	POLICE	MONTREAL	WEST	154.800
CAN	QUE	POLICE	MONTREAL	WT'S-CENTRAL	413.787
CAN	QUE	POLICE	MONTREAL	WT'S-EAST	410.012
CAN	QUE	POLICE	MONTREAL	WT'S-INFORMATION	410.912
CAN	QUE	POLICE	MONTREAL	WT'S-NORTH	413.662
CAN	QUE	POLICE	MONTREAL	WT'S-WEST	412.687
CAN	QUE	RAIL	MONTREAL	C.P. SECURITY	155.885
CAN	QUE	RAIL	MONTREAL	COTE ST.LUC YARDS	161.475
CAN	QUE	SPORTS	MONTREAL	EXPOS	463.075
CAN	QUE	SPORTS	MONTREAL	EXPOS	463.775
CAN	QUE	FIRE	MONTREAL-WEST	XJF31	155.730

contact/info wanted

This column has two purposes: to help members contact each other, and to help members obtain information directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interests, this is the perfect place for you to make known your interests. Remember – those who respond will do so directly, so be sure to provide your phone number, the best time to be called, or your address. Write to:

We have a new editor for this column—he's Scott Mattson, NJ-137, 2820 Bridge Ave, Point Pleasant, NJ 08742. Please send him your requests (be sure and include your membership #).

INFO WANTED: World Radio TV Handbooks for years 1975, 1969, 1968, 1967, 1963, 1961, 1960.

Contact Ed Soomre (MA-017), One Alcott Dr, Northboro, MA 10532. (617)393-6052.

CONTACT WANTED: I would like to communicate with any members who monitor and have tape recordings of fire department traffic. I am looking for recordings from large metropolitan areas in particular. I have several different departments on tape which I am willing to share.

Contact Scott Miller (WI-039), 122 Greenbriar Dr, Sun Prairie, WI 53590.

GOVERNMENT RADIO SYSTEMS
CALIFORNIA SECOND EDITION

PUBLIC SAFETY REFERENCE DIRECTORY
Police Fire Medical Local Govt
50 Counties State Federal
SWAT HAZMAT SP Interest systems

COMPREHENSIVE UPDATED LISTINGS
New Expanded Planned systems
An indispensable reference
An unforgettable gift

For this attractive postpaid directory
please remit $15 to

Mobile Radio Resources
2661 Carol Drive
San Jose CA 95125

You'll be pleasantly surprised

PAID ADVERTISEMENT

Editor: Bob Cheek
22320 SW 63rd Avenue, Boca Raton, FL 33428

Hello again and welcome to the Computer Corner. It seems like I just finished last month's column, and now it is time to do it again. Time flies when you are having fun!

Last month we started laying the ground work for a frequency catalog program in written in Basic. As you may recall, we went through the base level decisions on the structure of the data-base, and the format of the disk file.

In the meantime, I have received a very interesting program from Phil Cornyn, CASM026, written in Basic for the Timex TS-2068, that I thought that the readers would be interested in seeing.

This program allows the user to store up to 300 listings, add and delete listings, search for a listing, edit and print the entries.

Phil's program requires about 38K bytes for program and data.

The Timex apparently saves it's data arrays with the program, thereby allowing the user to build an array in the computers memory, and save the program and data array with the "SAVE" command.

Phil uses the program to store listings for his three scanners which he uses on camping trips to Blue Caynon, about 165 miles northeast of San Francisco.

For those of you using the Timex, you should be able to enter this program in one evening. For the rest of us, conversion should be rather straight forward, assuming that your computer has the above mentioned feature of being able to save the data array. If not, then you will have to add a short routine to read the data from a file into the array when the program is initialized, and write the array to the file before the program is exited.

For instance, to read a tape file in Microsoft Basic as used in the TRS-80 and many other machines you would do the following:

```
6000  FOR N=1 TO 300:'  START FOR-NEXT LOOP TO FILL ARRAY
6010  INPUT #-1,I$(N),Q$(N),H$(N),U$(N)
6020  NEXT N
```

This routine will loop 300 times and load the data from the tape file to the array elements I$, Q$, H$, and U$. A similar routine is used to write the data, the only difference would be substituting an OUTPUT for the input like this:

```
6010  OUTPUT #-1,I$(N),Q$(N),H$(N),U$(N)
```

NOTE: The DIMention statement and the way string arrays are referenced is differently than Timex Basic. In Microsoft type Basics, the length of the array element is not specified as it is in the Timex Basic. Consult your reference manual for specifics for you computer.

Thanks go out to Phil (CASM026) for sharing this program with us. Next month we will pick up where we left off last month on the discussion of a Basic database manager. See you then!

```
 10 REM RADIO
 15 REM RADIO TRIPS BLUE CANNON
 20 REM  03/30/84 Phil Cornyn
 30 REM  Revision No. 13
 40 CLS : BORDER 2: POKE 23609,100
 60 PRINT AT 2,6;N$
 70 GO SUB 2170: PRINT
 90 PRINT TAB 4;"This Program Has ";B;" Freqs.": PRINT
110 PRINT TAB 2;"DO YOU WANT TO :": PRINT
130 REM  MENU HEADINGS
140 PRINT TAB 1;"1)START A NEW INVENTORY ?"
150 PRINT TAB 1;"2)ADD A NEW FREQ. TO INVENTORY?"
160 PRINT TAB 1;"3)CHECK INVENTORY OR  LPRINT ?"
170 PRINT TAB 1;"4)TO CONDUCT A SEARCH ?"
180 PRINT TAB 1;"5)DELETE A FREQUENCY ?"
190 PRINT TAB 1;"6)TO SAVE ON TAPE ?"
200 PRINT TAB 1;"7)CHANGE A CITY OR COUNTY ?"
210 PRINT TAB 1;"8)CHANGE AN AGENCY ?"
220 PRINT TAB 1;"9)CHANGE FREQUENCY ?"
230 PRINT TAB 1;"0)CHANGE USE ?"
280 FLASH 1: PRINT AT 20,4;" ENTER YOUR CHOICE 1-0 ": FLASH 0
290 PAUSE 4E4
300 REM  INKEY$ INSTRUCTIONS
310 IF INKEY$="1" THEN  GO TO 0390
320 IF INKEY$="2" THEN  GO TO 0980
330 IF INKEY$="3" THEN  GO TO 3400
340 IF INKEY$="4" THEN  GO TO 3790
350 IF INKEY$="5" THEN  GO TO 1320
360 IF INKEY$="6" THEN  GO TO 1700
```

```
370 IF INKEY$="7" THEN  GO TO 2350
380 IF INKEY$="8" THEN  GO TO 2930
385 IF INKEY$="9" THEN  GO TO 3100
387 IF INKEY$="0" THEN  GO TO 3830
388 GO TO 0030
390 REM  START A NEW INVENTORY
400 CLS
410 DIM I$(300,14): DIM Q$(300,4): DIM H$(300,8): DIM U$(300,42)
420 PRINT AT 5,3;"START A NEW INVENTORY LIST "
430 GO SUB 2170
440 PRINT
450 PRINT " HOW MANY FREQUENCIES ARE TO BE  LISTED?"
460 INPUT N
470 CLS
510 FOR B=1 TO 300
530 GO SUB 5000
570 LET X=B
580 IF X=N THEN  GO TO 0760
590 NEXT B
760 REM  INVENTORY LISTINGS
780 CLS : GO SUB 2230: PRINT
830 FOR B=1 TO 300
840 LET X=B
850 GO SUB 2270
860 IF X<>N THEN  GO TO 0900: PRINT
880 GO SUB 2290: GO SUB 2300
890 GO TO 920
900 NEXT B: PRINT
940 PRINT "Enter  1  To  Reexamine  The    Inventory , 2 To Return To The  Menu
 3 To Copy To The Printer"
950 PAUSE 4E4
960 IF INKEY$="1" THEN  GO TO 0760
970 GO SUB 2190
980 REM  ADD A NEW FREQUENCY TO THE INVENTORY
1010 CLS : PRINT "Add A New Frequency To Inventory"
1020 GO SUB 2170: PRINT
1050 GO SUB 2240: PRINT
1070 FOR B=1 TO 200
1080 GO SUB 2270: POKE 23692,255
1090 LET X=B
1100 LET G=N
1110 IF B=200 THEN  GO TO 1140
1120 IF X=N THEN  GO TO 1170
1130 NEXT B
1140 PRINT "Sorry File Is Full "
1150 PAUSE 123
1160 GO TO 0040
1170 LET B=B+1
1180 LET N=B
1190 IF G=B THEN  GO TO 1140: PRINT
1200 GO SUB 5000
1280 GO TO 1170: CLS
1300 LET N=B-1
1310 GO TO 0040
1320 REM  DELETE  A FREQUENCY   FROM THE INVENTORY
1350 CLS : PRINT AT 4,2;"Delete A Freq. From Inventory"
1360 GO SUB 2170
1370 LET D=1
1390 PRINT : PRINT "To Delete A Frequency From The  Inventory Enter The Item Nem
ber Of The Frequency To Be Deleted."
1400 PRINT : INPUT X
1420 FOR B=X TO 200
1430 LET X=B
1440 LET Y=B
1450 LET Z=N
1460 IF X=B THEN  GO TO 1480
1470 NEXT B
1480 GO SUB 2270
1500 PRINT : PRINT "To Delete A Frequency Enter ""D"",To Return Menu To The Ente
r ""1""."
1510 PAUSE 4E4
```

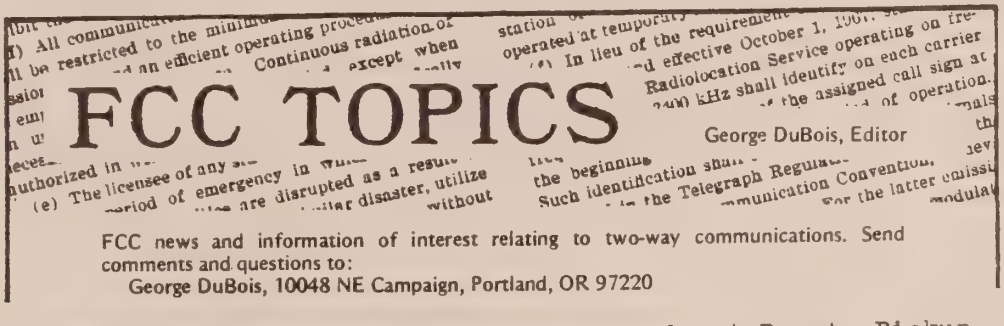
```
1520 IF INKEY$="D" THEN  GO TO 1570
1530 IF INKEY$="1" THEN  GO TO 0040
1570 LET I$(B)="": LET Q$(B)="": LET H$(B)="": LET U$(B)=""
1580 IF N=B THEN  GO TO 1630
1590 FOR B=Y TO 200
1600 LET I$(B)=I$(B+1): LET Q$(B)=Q$(B+1): LET H$(B)=H$(B+1): LET U$(B)=U$(B+1)
1610 IF Z=B THEN  GO TO 1630
1620 NEXT B
1630 LET N=N-1
1640 LET B=X
1650 PRINT
1660 PRINT " Enter ""1"" If you Wish To Delete Another Frequency From, ""2"" To
 Return To The Menu."
1670 PAUSE 4E4
1680 IF INKEY$="1" THEN  GO TO 1320
1690 GO SUB 2190
1700 REM  SAVE ON TAPE
1710 CLS
1730 PRINT AT 3,1;"TO SAVE THIS PROGRAM ON TAPE    START THE TAPE AND PRESS ""S"
".": PRINT
1740 GO SUB 2600
1750 SAVE "RADIO" LINE 10
1760 GO TO 0040
1860 REM  SEARCH FOR A CITY OR COUNTY
1870 CLS
1890 PRINT AT 9,3;"SEARCH FOR A CITY OR COUNTY"
1900 GO SUB 2170
1910 PRINT
1920 PRINT " Enter The Name Of The City Or   County You  Are Searching For."
1930 INPUT C$
1940 CLS : PRINT AT 1,8; FLASH 1;" ! SEARCHING ! "
1950 LET J=LEN C$
1960 LET S=0
1965 DIM M$(200,J)
1970 PRINT
1980 FOR B=1 TO 200
1990 LET M$(B)=I$(B)
2000 IF C$=M$(B) THEN  GO TO 2070
2010 NEXT B
2020 PRINT
2030 GO SUB 2290
2040 PRINT
2050 IF S=10 THEN  GO TO 2120
2060 GO TO 2100
2070 GO SUB 2270
2080 LET S=10
2090 GO TO 2010
2100 CLS : PRINT AT 6,1;"No Such Name Has Been Found."
2110 PRINT
2120 PRINT "Ent%r""1"" To Search For Another Name,""2"" To Return To The Menu, "
"3"" To Copy To The Printer."
2130 PAUSE 4E4
2140 IF INKEY$="1" THEN  GO TO 1870
2150 GO SUB 2190
2160 REM  GOSUBS
2170 PRINT  INK 4;"**********************************"
2180 RETURN
2190 IF INKEY$="2" THEN  GO TO 0040
2200 IF INKEY$="3" THEN  LPRINT CHR$ 1
2210 GO TO 0040
2220 RETURN
2230 PRINT : PRINT TAB 5;N$
2240 PRINT "ITEM";TAB 5;"CITY";TAB 17;"AGENCY"
2250 PRINT "No.";TAB 5;"COUNTY";TAB 12;"USE";TAB 24;"FREQ."
2260 RETURN
2270 PRINT B;TAB 4;I$(B);TAB 19;Q$(B);TAB 24;H$(B): PRINT TAB 3;U$(B): PRINT  IN
K 4;"--------------------------------"
2280 RETURN
2290 PRINT TAB 8;"END OF FILE": RETURN
2300 PRINT
2310 PRINT TAB 3;"This Program Has ";B;" Freqs."
```

```
2320 PRINT
2330 GO SUB 2590
2340 RETURN
2350 REM  CHANGE THE NAME OF A CITY OR COUNTY
2370 CLS
2380 PRINT AT 5,0;" Change The Name Of A City Or    County"
2390 PRINT
2400 PRINT " Select The Name To Be Changed   By Item Number "
2410 INPUT B
2420 CLS : PRINT AT 4,1;" ! CHANGE A CITY OR COUNTY ! "
2430 PRINT AT 7,2;"Name Is ";I$(B)
2450 PRINT AT 8,4;"Agency Is ";Q$(B): PRINT AT 9,5;"Use Is ";U$(B)
2460 PRINT AT 10,6;"Frequency Is ";H$ (B)
2470 FLASH 1: PRINT AT 12,7;" !! Input Change !! ": FLASH 0
2480 INPUT K$
2490 CLS
2500 LET I$(B)=K$
2510 PRINT AT 5,0;"NEW NAME IS ";B;" ";I$(B)
2520 PRINT AT 7,2;"AGENCY IS ";Q$(B)
2530 PRINT AT 8,3;"USE IS ";U$(B)
2540 PRINT AT 9,3;"FREQ. IS ";H$(B)
2550 PRINT AT 12,0;"Enter ""1"" To Change Another NameOr ""2"" To Return To The
Menu."
2560 PAUSE 4E4
2570 IF INKEY$="1" THEN  GO TO 2350
2580 GO SUB 2190
2590 REM  BYTES USED
2610 PRINT TAB 6;"Bytes Free =  "; FREE ': PRINT TAB 6;"Bytes Used = ";38652- FR
EE
2620 PRINT : PRINT TAB 6;N$
2630 RETURN
2640 REM  SEARCH FOR A FREQUENCY
2650 CLS
2660 PRINT AT 5,5;"Search For A Frequency"
2670 GO SUB 2170
2680 PRINT " Enter The Frequency You Are      Searching For"
2690 PRINT
2700 PRINT TAB 6;N$
2710 INPUT C$
2720 CLS : PRINT AT 1,8; FLASH 1;" ! SEARCHING ! "
2740 LET J=LEN C$
2750 LET S=0
2760 DIM M$(200,J)
2770 PRINT
2780 FOR B=1 TO 200
2790 LET M$(B)=H$(B)
2800 IF C$=M$(B) THEN  GO TO 2850
2810 NEXT B
2820 PRINT : GO SUB 2290: GO SUB 2300
2830 IF S=10 THEN  GO TO 2900
2840 GO TO 2880
2850 GO SUB 2270
2860 LET S=10: GO TO 2810
2880 CLS : PRINT AT 7,0;"No Such Frequency Has Been Found"
2890 PRINT
2900 PRINT " Enter 1 To Search For Another   Frequency Enter 2 To Return To  The
 Menu Enter 3 To Copy To The Printer"
2910 PAUSE 4E4: IF INKEY$="1" THEN  GO TO 2640
2920 GO SUB 2190
2930 REM  CHANGE AGENCY
2940 CLS
2950 PRINT AT 5,2;"Change Agency Of A Frequency"
2960 PRINT
2970 PRINT " Select The Item Number Of The   Agency You Wish Changed"
2980 INPUT B: CLS : PRINT AT 3,7;" ! CHANGE AGENCY !"
2990 PRINT AT 7,4;"Item No.";B;" ";I$(B): PRINT AT 5,3;"Agency Is ";Q$(B): PRINT
 AT 9,5;"Frequency Is ";H$(B): PRINT AT 11,5;"Use Is ";U$(B)
3000 FLASH 1: PRINT AT 14,5;" !!! INPUT CHANGE !!! ": FLASH 0
3010 INPUT K$
3020 CLS
3030 LET Q$(B)=K$
```

```
3040 PRINT AT 5,0;"Item No. ";B;" ";I$(B): PRINT AT 6,2;"Use Is ";U$(B): PRINT A
T 7,3;"Freq. Is ";H$(B)
3050 PRINT AT 8;4;"New Agency Is ";Q$(B)
3060 PRINT AT 18,0;" Enter 1 To Change Another Use,   2 To Return To The Menu."
3070 PAUSE 4E4
3080 IF INKEY$="1" THEN  GO TO 2930
3090 GO SUB 2190
3100 REM  CHANGE A FREQUENCY
3110 CLS
3120 PRINT AT 5,1;"Change The Frequency Of A Item"
3130 PRINT : PRINT " Select Item Number Of The        Frequency you Wish Changed
"
3140 INPUT B: CLS : PRINT AT 2,5;" Change A Frequency "
3150 PRINT AT 8,1;"Item No. ";B;" ";I$(B): PRINT TAB 3;"Agency Is ";Q$(B): PRINT
 TAB 4;"Use Is ";U$(B)
3160 PRINT AT 5,5;"Frequency Is ";H$(B)
3170 FLASH 1: PRINT AT 12,5;" !!! INPUT CHANGE !!! ": FLASH 0
3180 INPUT C$
3190 CLS : LET H$(B)=C$
3200 PRINT AT 5,1;"Item No. ";B;" ";I$(B)
3210 PRINT AT 7,3;"Agency Is ";Q$(B): PRINT AT 9,3;"Use Is ";U$(B)
3220 PRINT AT 11,5;"New Frequency Is ";H$(B)
3230 PRINT AT 18,0;" Enter  1  To  Change  Another   Frequency, 2 To Return To T
he   Menu."
3240 PAUSE 4E4
3250 IF INKEY$="1" THEN  GO TO 3100
3260 GO SUB 2190
3400 REM  CHECK INVENTORY OR  LPRINT INVENTORY
3410 CLS : PRINT AT 5,3; INK 1;"Which Do You Wish ?"
3420 PRINT AT 8,3; INK 1;"1) CHECK INVENTORY ?"
3430 PRINT AT 10,3; INK 1;"2)  LPRINT INVENTORY ?"
3440 FLASH 1: PRINT AT 17,2;" !! ENTER YOUR CHOICE 1-2 !! ": FLASH 0
3450 PAUSE 4E4
3460 IF INKEY$="1" THEN  GO TO 0760
3470 IF INKEY$="2" THEN  GO TO 3500
3500 REM   LPRINT THE INVENTORY
3510 CLS
3515 LPRINT : LPRINT TAB 25;"RADIO FREQUENCIES BLUE CANON TRIPS"
3520 LPRINT "**********************************************************************
**********": LPRINT : LPRINT ;"ITEM";TAB 6;"CITY OR"
3530 LPRINT "No.";TAB 6;"COUNTY";TAB 20;"AGENCY";TAB 35;"USE";TAB 70;"FREQUENCY"
: LPRINT
3540 FOR B=1 TO 200
3550 LET X=B
3560 LPRINT B;TAB 4;I$(B);TAB 21;Q$(B);TAB 26;U$(B);TAB 71;H$(B): LPRINT "------
------------------------------------------------------------------"
3570 IF X()N THEN  NEXT B
3580 PRINT
3590 GO SUB 3740
3600 GO TO 3620
3630 PRINT : PRINT " Enter 1 To Reprint The List     Enter 2 To Return To The Me
nu."
3640 PAUSE 4E4
3650 IF INKEY$="1" THEN  GO TO 3500
3660 GO SUB 2190
3740 LPRINT TAB 36;"END OF FILE": LPRINT
3750 LPRINT TAB 26;"This Program has ";B;" Radio Frequencies"
3760 LPRINT : LPRINT TAB 34;"Bytes Free =  "; FREE : LPRINT TAB 34;"Bytes Used =
 ";38652- FREE
3770 LPRINT : LPRINT TAB 33;"RADIO FREQUENCIES"
3780 RETURN
3790 CLS : PRINT AT 9,1;"TO SEARCH FOR A CITY   ENTER 1": PRINT AT 11,1;"TO SEAR
CH FOR A FREQ.  ENTER 2": PRINT AT 13,1;"TO SEARCH BY AGENCY    ENTER 3"
3800 PAUSE 4E4
3810 IF INKEY$="1" THEN  GO TO 1860
3820 IF INKEY$="2" THEN  GO TO 2640
3825 IF INKEY$="3" THEN  GO TO 4000
3830 REM  CHANGE USE
3840 CLS : PRINT AT 5,1;"CHANGE USE OF AN ITEM "
3850 PRINT AT 8,1;"ENTER THE ITEM NUMBER OF THE    USE TO BE CHANGED"
3860 INPUT B: CLS : PRINT AT 2,5;"CHANGE USE "
```

```
3870 PRINT AT 8,1;"ITEM NO. ";B;" ";I$(B): PRINT TAB 3;"AGENCY IS ";Q$(B): PRINT
 TAB 5;"FREQ. IS ";H$(B)
3880 PRINT AT 5,5;"USE IS ";U$(B)
3890 FLASH 1: PRINT AT 12,5; INK 4;" !!! INPUT CHANGE !!! ": FLASH 0
3900 INPUT P$
3910 CLS : LET U$(B)=P$
3920 PRINT AT 5,1;"ITEM NO. ";B;" ";I$(B)
3930 PRINT AT 7,3;"AGENCY IS ";Q$(B): PRINT AT 9,4;"FREQ. IS ";H$(B)
3940 PRINT AT 11,1;"NEW USE IS ";U$(B)
3950 PRINT AT 18,1;"ENTER 1 TO CHANGE ANOTHER USE": PRINT AT 20,1;"ENTER 2 TO RE
TURN TO THE MENU"
3960 PAUSE 4E4
3970 IF INKEY$="1" THEN  GO TO 3830
3980 GO SUB 2190
4000 REM SEARCH BY AGENCY
4010 CLS : PRINT AT 9,8;"SEARCH BY AGENCY "
4020 GO SUB 2170
4030 PRINT : PRINT "ENTER THE INTIALS OF THE AGENCY       YOU WISH TO SEARCH BY"

4040 INPUT C$
4050 CLS : PRINT AT 1,5; FLASH 1; INK 4;" !!! SEARCHING !!!! ": FLASH 0
4060 LET J=LEN C$: LET S=0
4065 DIM F$(200,J): PRINT
4070 FOR B=1 TO 200
4080 LET F$(B)=Q$(B)
4090 IF C$=F$(B) THEN  GO TO 4150
4100 NEXT B
4110 PRINT
4120 GO SUB 2290: GO SUB 2300:
4130 IF S=10 THEN  GO TO 4190
4140 GO TO 4180
4150 GO SUB 2270
4160 LET S=10: GO TO 4100
4180 CLS : PRINT AT 6,1;"NO SUCH AGENCY HAS BEEN FOUND"
4190 PRINT : PRINT " ENTER 1 TO SEARCH AGAIN         ENTER 2 TO RETURN TO THE ME
NU   ENTER 3 TO COPY TO THE PRINTER"
4200 PAUSE 4E4
4210 IF INKEY$="1" THEN  GO TO 4000
4220 GO SUB 2190
4400 POKE 64263,0: POKE 64264,0: POKE 64265,0: LPRINT : LLIST
4410 STOP
5000  REM  ADD TO THE LIST GOSUBS
5010 PRINT : PRINT "ITEM NO. ";B
5020 PRINT TAB 3;"Name of City Or County ?": INPUT C$: PRINT C$: LET I$(B)=C$
5030 IF C$="RETURN" THEN  GO TO 1290
5040 PRINT TAB 4;"Agency ?": INPUT Q$(B): PRINT TAB 4;Q$(B)
5050 PRINT TAB 5;"Use ?": INPUT U$(B): PRINT TAB 5;U$(B)
5060 PRINT TAB 5;"Frequency ?": INPUT H$(B): PRINT TAB 5;H$(B)
5070 RETURN
```


FCC TOPICS
George DuBois, Editor
FCC news and information of interest relating to two-way communications. Send comments and questions to:
George DuBois, 10048 NE Campaign, Portland, OR 97220

Part 74, the Rules governing the Broadcast Remote Pickup Service, have been amended to restructure the available channels and to allow use of Amplitude Compandored SideBand (ACSB). The amended rules now list the available channels as being spaced 5 kHz apart, offset 2.5 kHz from the old frequencies. (See Aug. 84 column.) Up to six VHF or five UHF channels may be "stacked" to provide regular channels for conventional FM emissions. The new split channels may be used for very-narrowband FM, or ACSB emissions. Thus conventional FM may continue to be used. Or a licensee may elect to use a form of narrowband emission on one (or two) of the split channels (since it

is anticipated that broadcasters will use narrowband emission slightly broader than 5 kHz, to provide program quality transmissions). Narrowband use of the 153 mHz Broadcast Remote Pickup channels will be on a secondary, non-interference basis to the Industrial Radio services with which these channels are shared. And 166.25 and 170.15 will continue to be available for conventional FM use only. The 50 kHz-wide frequencies from 450.65 through 450.85 and 455.65-455.85 will now be divided into 25 kHz wide channels, but may be stacked to provide 50 kHz wide channels, if needed. Likewise, the 100 kHz channels, 450.and 455.925, will now be divided into four 50 kHz wide channels, but may be grouped to provide 100 kHz bandwidth. These wider bandwidth channels are being retained to provide some channels for high-quality transmissions for broadcast. The rule limiting these channels above 450/455.65 for the broadcast of programming only is being eliminated, since a user tranmitting program material has priority over the use of a channel for operational communications anyway. Repeaters, using ACSB or other very-narrowband emissions, will now be permitted in the VHF band.

Part 90 has been amended to allow low power mobile use of ten channels in the 72 mHz band in the Forest Products Radio Service. These ten frequencies are those that are available for similar use in the Manufacturers, Special Industrial, and Railroad Radio services. Their use is permitted only in yards, mills, plants, etc., and only on a non-interference basis to TV stations on channels 4 or 5. Similar restrictions will apply to use in the Forest Products Radio Service. The petitioners in this proceeding had indicated that there are few unused high and low band channels in the Forest Products Radio Service that may be used for simplex, portable use at logging sites, etc.

72.44	75.44
72.48	75.48
72.52	75.52
72.56	75.56
72.60	75.60

The Commission has instituted new limits and procedures to guard against interference caused by RF leakage from cable TV systems. Cable TV operators use frequencies between the FM Broadcast band and channel 7 (from 108 to 174 mHz), and from ch. 13 (216 mHz) up, to carry their additional channels (in addition to the regular TV channels 2-13). The Rules had prohibited operation within 100 kHz of 121.5 and within 50 kHz of 156.8 (the Marine distress frequency) and 243.0 mHz. Offsets of 50 kHz were required from any VOR or ILS frequency (in the 108-118 and 328.6-335.4 mHz bands) active within 60 nautical miles and a 100 kHz offset from any voice frequency (118-136, 225-400 mHz) used within 60 nm. The Commission had to be notified before use in the VHF navigation band (108-118). The new rules require cable operators to offset their visual and audio carriers 12.5 kHz (±5 kHz) from <u>any</u> VHF or UHF voice channel, whether used or not. Carriers must be offset 25 kHz ±5 kHz from any channel in the navigation bands, again, whether in use in the area or not. No special requirements will apply to 156.8, since the likelihood of interference to Marine communications is remote. Cable systems operating above a certain power level must also conduct regular monitoring of their system, monitoring the entire system at least once every three months.

The FCC has deleted the Part 15 standards for Auditory Assistance devices. These devices are receivers for the hearing-impaired, used in auditoriums, classrooms, etc. The transmitter operates with low power, usually in the 72 mHz band. Part 15 required certain standards for receiver selectivity and image rejection. Since these standards relate only to the quality of the received signal, and not to the possible generation of interference (as with a transmitter), the Commission feels that regulation is unneccessary and that the quality of these receivers should properly be determined through marketplace forces.

The FCC has released a proposal to reallocate TV channel 19 (500 to 506 mHz) for use in the Public Safety radio services in the Los Angeles area. This is in response to an amended petition filed in 1983 by the Los Angeles County Sheriff's Department. The Sheriffs original petition, filed in 1981, asked that all of the 470-512 mHz T-band be reallocated for land mobile use nationwide, with two TV channels (12 mHz) set aside exclusively for Public Safety services. Since another docket released last year addresses the matter of additional spectrum for these services, this proposal deals only with the reallocation of channel 19, in the Los Angeles area. L.A. County presently uses 40 low-band channels for vehicular use and another 10 channels in the UHF-T band for some portable use and tactical opera-

tions. (Los Angeles has TV channels 14 and 20 (470-476 and 506-512 mHz) available for land mobile use.) No additional Public Safety channels are presently available in this band to allow expansion of the handheld radio system. Because of the terrain and other factors, use of low-band for portable use is considered impractical. Significant congestion is already present on most of their 39 mHz channels, in any case. The reallocation of TV channel 19 would allow expansion of the handheld system, providing enough spectrum to relieve existing congestion into the foreseeable future. Also, the system would be close enough in frequency to be compatible with the Los Angeles City police department, which operates in the 506-512 mHz band. Mutual aid between the two agencies is presently done on the telephone. Any use of channel 19, though, would have to be on a non-interference basis to TV channel 18 in San Bernadino (although no such interference occured during temporary use of ch. 19 during the Olympics). Also, a number of Low Power TV applications for ch. 19 would be precluded, but a majority of them are for the San Diego area.

Another recent proposal will implement standards for Digital Selective Calling (DSC) in the Maritime radio services. Universal standards for selective calling have been talked about for years, but with the adoption of certain provisions at an ITU conference in 1983, the Commission is now proposing standards and frequencies to be used for such systems. DSC will eventually become mandatory and will be an integral part of the Future Global Maritime Distress and Safety System, a ground- and satellite-based distress alerting system. This proposal will not require any stations to be DSC equipped now, it only would set forth the format to be used for selective calling. Ten frequencies would be allocated for selective calling, nine in the H.F. bands and channel 70 (156.525) in the VHF band. (Ch. 70 is presently a non-commercial, intership frequency.) DSC will not be mandated in the AMTS band (216-220 mHz), since this band is used only in the U.S.

At the request of the National Transportation Safety Board, the FCC is proposing to amend its rules to require that marine transmitters be equipped to automatically switch to one-watt power output on channel 13 (156.65 mHz). Channel 13 is the intership navigation channel. Certain classes of vessels are required to be equipped with a transceiver on this frequency on the bridge of the ship. All marine radios must be equipped with a 1 watt/25 watt output switch and operators are required to use the lower power whenever possible. The problem is that this rule is routinely violated, even though on ch.13, bridge-to-bridge communications are obviously conducted over a short distance. This change would require that all marine transmitters manufactured after a certain date be equipped to automatically switch to one watt power output on channel 13 and possibly channel 67 (156.375 mHz). (Ch. 67 is the bridge-to-bridge channel in the Mississippi River delta, a regular intership channel elsewhere.) A manual override would be provided for higher power output when required, or in an emergency.

Another part of this proposal would allow Government use of additional Port Operation channels. Presently, the U.S. Coast Guard is only allowed to use channels 12, 14 and 20. This amendment would allow Coast Guard use of channels 5, 65, 66, 73 and 74, presently allocated for non-government use only, for port operations. Channels 12 and 14 are the most popular port operation channels, but allowing use of the other channels would eliminate delays and the potential danger when channels 12 and 14 are in use.

Another proposal would amend the Rules to specify that Commercial ship operations on channel 11 (156.55 mHz) and port operations on 12 and 14 (156.6 and 156.7) in the Great Lakes would be on a secondary, non-interference basis to communications related to the Ship Movement Service. The Ship Movement Service use channels 11, 12, 13 and 14 as part of the safety system established under the Great Lakes Agreement with Canada. Channel 13 is presently a navigation channel, but commercial operation on the other channels is causing interference to Canadian Coast Guard stations.

After issuing a Notice of Inquiry in 1983, the Commission is now releasing a Proposal to modify the rules and procedures relating to frequency coordination. Under the present Rules, there are two methods by which a potential licensee selects an operating frequency. One is the field study, where the applicant selects his own frequency and submits a report showing the probable degree of interference to existing stations in the area and a statement that these stations

have been notified of his intended operation. The second method is recommendation by a frequency coordination committee. Coordination committees are groups that are representative of the eligibles in each radio service and provide the service on a non-profit basis. When an applicant submits a field study, the Commission will also notify the coordination committee, but this results in a delay to the applicant and also problems if a committee should happen to recommend the same frequency to someone else in the meantime, not knowing it had been applied for. Under this proposal, all license applications for services that require frequency coordination will have to be submitted to a frequency coordinator. Applicants would have the option of letting the coordinator select a frequency or selecting their own. The coordinator would select a frequency, or approve the applicants requested frequency, then forward the application to the Commission. If the coordinator disapproves an application, the applicant may submit a field study to support his request. If the coordinator still denies the request, the applicant could bring the matter to the Commission for a decision. Additionally, the Commission has stated that it will only certify one frequency coordination committee per service, or user group within a service, and also that they intend to select a coordinator for the Special Emergency Radio Service, which has no coordinator, mainly due to the diversity of entities eligible in the service.

A radio equipment manufacturer has petitioned the FCC to allow relaxed frequency tolerance for Fixed service seismic telemetry equipment in the 72 to 76 mHz band. Low power mobiles in this band (1 watt or less) must maintain a frequency tolerance of .005%. Fixed, point-to-point equipment, though, muut maintain a .0005% tolerance. This amendment would allow portable, seismic telemetry transmitters to meet the lower tolerance limit. Such transmitters are used for oil exploration, where siesmic data from underground detonations is relayed from a number of such transmitters deployed over a large, often remote area. Transmitters designed to meet the .0005% Fixed tolerance require a crystal-oven oscillator, which draws more current. This in turn requires a larger battery pack, decreasing the units portability.

FEDERAL GOV'T and MILITARY

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to:
Dennis Biagioli, 607 W. Pleasant Ave., Villa Park, IL 60181

Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

Hi! That is, if there is anyone still out there. No, I'm not getting paranoid after reading "The Day After WW III", it's just that since the input for this column has been so slow I was wondering what happened.

One member, DALE WAGNER (FL-184) is alive and working on Civil Air Patrol communications. He sends along quite a bit of information.

CIVIL AIR PATROL FREQUENCIES

VHF-FM

148.150 Primary Simplex Freq.
149.925 Alternate Simplex Freq.

143.750 input / 148.150 output
143.900 input / 149.925 output

143.750 and 143.900 simplex (on a non interfering basis)

AERONAUTICAL SEARCH AND RESCUE

123.100 Actual search and rescue
122.900 Rescue test and training missions

NATIONAL EMERGENCY AND CALLING FREQUENCY

4582.0 kHz

Our thanks to Dale, who also sent quite a bit of detail information on CAP Communications from their manual. Until we can obtain permission to reproduce parts of it, anyone interested in obtaining a copy may have one by sending me a SASE with two stamps.

The CAP has changed some of the call signs that have been in the past widely circulated.

Under the new system the Land (Base), Land Mobile, and Airmobile will use the same identifying call system. The "Land" provides the basic call, with "Mobiles" adding a number and the word "mobile", and "Airmobiles" adding a unit number and the word "air". For example, here in Illinois the Land station is "Red Fox", mobiles "Red Fox (xx) Mobile" and airmobiles "Red Fox (xx) Air."

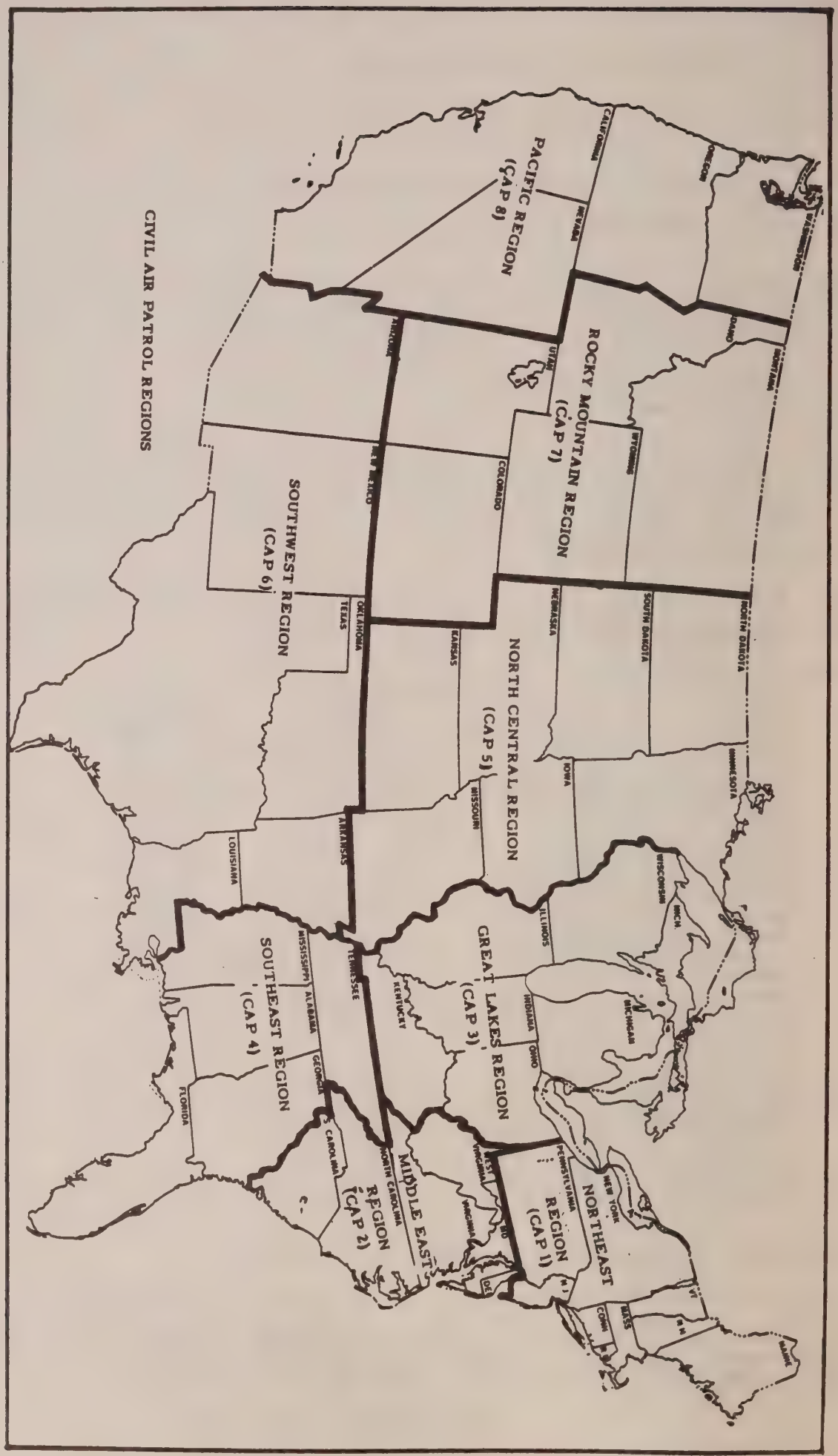
The eight regions use the regional area designator in the above manner: i.e., Great Lakes, Middle East, North Central, Northeast, Pacific, Rocky Mountain, Southeast and Southwest.

State	Call		
Alabama	Golden Rod	Montana	Father
Alaska	Sourdough	Nebraska	Wigwam
Arizona	Thunderbird	Nevada	Northwind
Arkansas	Dogwood	New Hampshire	Profile
California	White Bear	New Jersey	Zig Zag
Colorado	Pikes Peak	New Mexico	Pueblo
Connecticut	Nutmeg	New York	Empire
Delaware	Gabby	N. Carolina	Red Dog
Dist. of Col.	Aero	N. Dakota	Blackfoot
Florida	Sparrow	Ohio	Black Hawk
Georgia	Red Star	Oklahoma	Sooner
Hawaii	Firebrand	Oregon	Beaver Fox
Idaho	Magpie	Pennsylvania	Keystone
Illinois	Red Fox	Puerto Rico	Pineapple
Indiana	Red Fire	Rhode Island	Rhody
Iowa	Cornstate	S. Carolina	Kiddie Kar
Kansas	Jawhawk	S. Dakota	Dacotah
Kentucky	Middle Ground	Tennessee	Blue Chip
Louisiana	Magnolia	Texas	Eagle Nest
Maine	Pinetree	Utah	Uncle Willie
Maryland	Plant	Vermont	Pico
Massachusetts	Freedom	Virginia	Blue Flite
Michigan	Red Robin	Washington	Fir
Minnesota	Star Fish	West Virginia	Lowland
Mississippi	Mockingbird	Wisconsin	Badger
Missouri	Blue Bird	Wyoming	King

Also we have a map of Civil Air Patrol Regions by permission of publishers of "U.S. Government Frequency Listings".

That will wrap this month as, like I said, input has been rather slim lately. If you want to see material in this column, somebody has to send it in. I get quite a number of frequency information requests each month, but only a few column contributions. I enjoy helping, but I also having contributions to pass on. How 'bout it???

Denny


CIVIL AIR PATROL REGIONS
PACIFIC REGION (CAP 8)
ROCKY MOUNTAIN REGION (CAP 7)
SOUTHWEST REGION (CAP 6)
NORTH CENTRAL REGION (CAP 5)
GREAT LAKES REGION (CAP 3)
SOUTHEAST REGION (CAP 4)
MIDDLE EAST REGION (CAP 2)
NORTHEAST REGION (CAP 1)
CALIFORNIA
NEVADA
OREGON
WASHINGTON
IDAHO
MONTANA
UTAH
ARIZONA
WYOMING
COLORADO
NEW MEXICO
OKLAHOMA
TEXAS
KANSAS
NEBRASKA
SOUTH DAKOTA
NORTH DAKOTA
MINNESOTA
IOWA
MISSOURI
ARKANSAS
LOUISIANA
WISCONSIN
ILLINOIS
MICH.
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
SOUTH CAROLINA
NORTH CAROLINA
VIRGINIA
WEST VIRGINIA
PENNSYLVANIA
NEW YORK
MD.
DEL.
N.J.
CONN.
R.I.
MASS.
VT.
N.H.
MAINE

International

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to: Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902.

We'll continue again this month with Scandanavia, looking into Denmark:

PUBLIC SAFETY

NATIONWIDE	CH	FREQUENCY			
POLICE	1	84.8625/	84.3625	Primary channel	B/M
	6	84.7375/	84.6125	Call to base	B/M
	7	84.3375		Car to car	B/M
	8	84.5125		Car to car	B/M
	10	84.2625			B/M
COPENHAGEN					
Police Downtown	2	84.7125/	84.5375	Primary channel	B/M
	3	84.9375/	84.7825	Inquiries	B/M
	4	84.9125/	84.5875	Police-commander	B/M
	9	84.7875		Security	B/M
Fredriksberg Gentofte Lyngby Gladsaxe Hvidovre Glostrup Tarnby	1	84.8625/	84.3625	Primary channel	B/M
	3	84.9375/	84.2875	Inquiries	B/M
	4	84.9125/	84.5875	Police-commander	B/M
POLICE/UHF	11	447.500/	447.525		B/M
	12	447.550/	447.575		B/M
	13	447.600/	447.625		B/M
	14	447.650/	447.675		B/M
	15	447.700/	447.725		B/M
	16	447.750/	447.775		B/M
	17	447.450			B/M
	18	447.475			B/M
	19	447.800			B/M
	20	447.350/	447.375		B/M
	21	447.400/	447.425		B/M
	22	447.850			B/M
FIRE Downtown		76.300/	81.300		B/M
Fredriksberg		76.100/	81.100		B/M
AMBULANCE Downtown		81.475			B/M

to be continued

.....

Two of RCMA's Richards (Prelinger and Barnett) have been active again and this time, as before, the product deserves some raves. I've just come from a party in midtown Manhattan celebrating the release of their newest publication, "MONITOR AMERICA", and I met there with both Richards and their associate editor Daria Malinchak. We discussed their book, billed as the first "All-American" Communications and Travel Guide.

I have before me almost 600 pages filled with an unbelievable amount of information for any monitor.

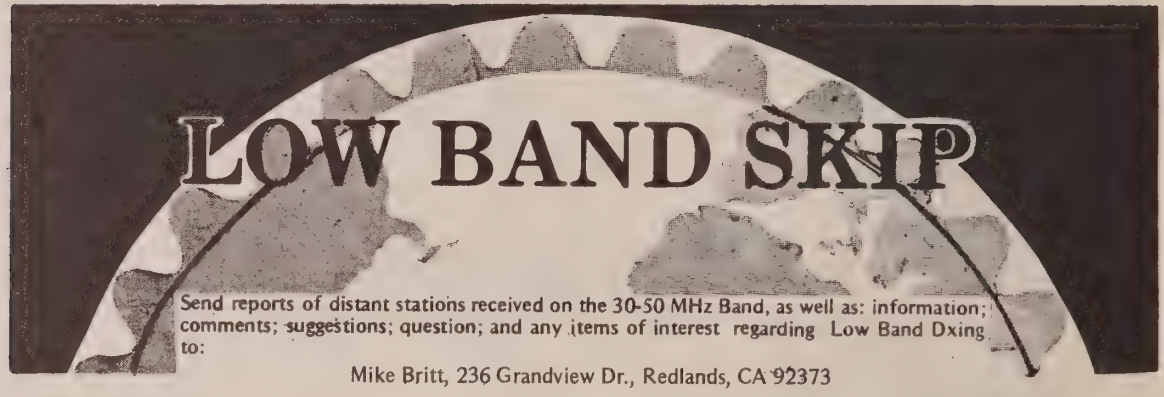
The book indeed covers the country from coast to coast and from Alaska to Hawaii with detailled information for both the traveller or the monitor at home. The print is clear, the pages uncluttered, the maps excellent and the binding tough. This is a book that every single monitor should have in his or her library- it is a must.

The book can be ordered from SMB Publishing, P.O. 244, Natick, MA 01760 at $14.95. I would also encourage you to check out their other publications-the Scanner Master books covering the East Coast from Maine to metro Washington D.C.

Gentlemen--a job very well done, indeed!

••••••••

Until next month.... 73's - Mike


LOW BAND SKIP
Send reports of distant stations received on the 30-50 MHz Band, as well as: information; comments; suggestions; question; and any items of interest regarding Low Band Dxing to:
Mike Britt, 236 Grandview Dr., Redlands, CA 92373

Welcome once again to the Skip Zone. This month we'll conclude the April '84 report. As I write this in November '84, a layer of dust has descended upon the key pads of my scanners, and long distance skips are as rare as chicken lips! With any luck, March '85 will bring us all some much needed skip.

Date: 4/6/84
29.73 "KKN928" International Paper Co., McLain, Mississippi "Delta 534"
30.45 US Mil "Air Corps 128" "Range Control"
32.70 US Mil "Pathfinder Control" Southern US accent. Often heard.
49.48 "KF6675" Crown Zellerbock Corp., Louisiana "No contact" Mobiles

Date: 4/10/84
30.05 & 33.05 Spanish Mil 31.02 & 33.14 Spanish BI
31.85 Joint US/Caribbean Peacekeeping Forces on Grenada "Telescope"
33.425R-out Spanish BI "Santa Ana" El Salvador 33.475&33.875 also active.

Date: 4/11/84
33.35R-out Repeater keying-up. Probably Cuba 37.00 Spanish Cuba
41.22, 41.33, 41.42, 42.35, 43.16, 43.40, 43.48, 43.50, 43.90, 44.73 & 44.75 Spanish Cuba? Mexico? South America? Or double-hop E_s from Haiti/DR?
43.22 Paging (Spanish & English) "Port Everglades" Florida
43.58 Paging (Spanish & English) "Orlando" Florida

4/12/84
29.885 Spanish Radio-telephone Both sides of conversation heard.
30.45 Open carrier, wide band FM 31.10 Spanish BI
31.80 Spanish BI (Spanish & English) "Planta Jolio" I suspect Jolio was actually a base operator, not the plant's name. "Planta de Mexico" This plant is apparently located in Mexico! "Planta McCulloch" This plant

is located in the town Sierra, Honduras. "I'm calling McCulloch. It's about 100 miles from Tegucigalpa...a town Sierra." The main base was located in Tegucigalpa, and a radio technician was attempting to rid the station of skip interference by the use of subaudible tones. Jeremiah, the technician, was successful in eliminating five or six of the interfering skips, but couldn't do anything with the transmission coming from a station in Pennsylvania! I was unable to hear "Pennsylvania". The station was too close to my QTH! But here's part of what Jeremiah had to say. "We are installing a new system here. But, ah, you are entering here, over.--- One question. Where are you?---Pennsylvania! That's very,very far from here, over.---I'm in Tegucigalpa, the capital city of Honduras. Do you know Central America, over?" Jeremiah stated he was using a Johnson radio, 20 watts. He even gave his address over the air and asked for a QSL! The signal strength of this skip was generally excellent all day.

32.46 Spanish BI "Managua" Nicaragua Regularly heard(see July '84 LBS)

33.10 US Mil Tegucigalpa, Honduras Base and security patrol units "Unit 21 to Base. We have a report of a small Honduran boy hit in the head with a rock, over." Later..."This is 21. I'm enroute to the garbage dump with one of the Honduran guards that saw who hit the little kid with the rock,over." The base gives frequent time checks for use by the patrol units in writing up reports. The completion time for this incident was 1530CST. Note: The Brazilian BI on 33.10R-out was also active."Chamado"

33.44 Spanish "Planta" 33.50 Spanish BI

34.06 & 34.66 Spanish BI Honduras Many ID's: "Taujica" "Tegucigalpa" "San Lorenzo" "Choluteca" Bases have been heard switching frequencies.

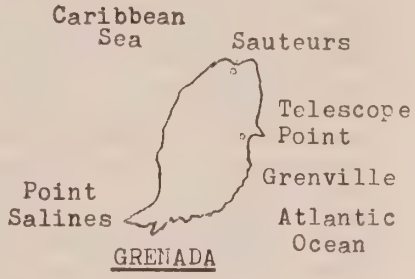
36.35 Marine BI, trade route Spanish with noticeable US influance."OK, Roger"

41.14R-out "La Paqua" Venezuela This repeater sometimes rebroadcasts US petroleum businesses. The input freq is unknown. (See July '84 LBS column)

42.04R-out Spanish BI Venezuela 42.275&42.975 BI "San Salvador" El Salv.

Date: 4/14/84

31.85 Joint US/Caribbean Forces, Grenada "Sauteurs Base" "Telescope" "Grenville" These three bases were maned by US troops. According to recent reports there are between 250 to 300 US personnel on Grenada, most of them military police involved with security patrols and the training of 80 Grenadian policemen. Training and outfitting of a permenant joint regional Caribbean force is also underway on Grenada. It's composed of the original six nations who, along with the US, invaded Grenada on 10/25/83. These nations are; Antigua, Barbados, Dominica, Jamaica, St Lucia and St Vincent. Classes to familiarize Caribbean troops with US funded weapons, vehicles and radios was evident from the comms. For instance, November 50 was heard asking Telescope "is there a chance we can send one personnel down for that M-16 class?" Construction projects are a second priority. The renovation of fourteen major police stations and completion of the Point Salines airport (first begun by the Cubans) top the list. Rebuilding of structures demolished during the invasion is slow.



Both US and Caribbean security patrols were monitored on this day. The Caribbean patrol Lima 32 Alpha was at Batway trying to contact his base, Sunray 32. And the US "roving patrol" Sauteurs 62 was at Snell Hall.

33.525R-out, 39.525R-in This "new" Central American repeater was rebroadcasting US police traffic from 39.52. Here are the two call signs logged from the repeater.

KGD979 Maryland State Police, Prince Frederick
WXT807 Maryland State Police, Crownsville

37.75 Spanish, Petroleum BI "la bomba" Origin unknown (Mexico?)

43.48R-out Spanish BI "Diablo"

Note: All the "regular" Jamaican horse race bookmaking freqs were active. See the April '83 and July '83 LBS columns for details. Also, the Dutch West Indies businesses on 30.265 and 30.515 were heard. The ABC's are the most likely origin of these comms (ABC: Aruba, Bonaire, Curacao).

Date: 4/16/84

30.00 & 30.50 Spanish Mil "Campo Comando" heard on 30.00. (Commando Camp)

30.50 Spanish "Planta Norte" North Plant "Planta Tupelo" (?)

31.40, 31.44 & 31.48 Spanish, marine vessel "India, mayday! Mayday!" This vessel was heard channel hopping in an effort to find help. Time: 1600CST.

31.48 Gulf Fleet Marine Corp. "Jerry G. 6. Five O'clock position report. Winds southeast 5 to 10. Seas southeast 1 to 2. Speed, 7 knots. North 14° 08', West 83° 08'. Miles traveled, 1002. Miles to go, 140." Nicaragua

31.71 Spanish BI "Fernando" 31.835R-out "Control" Sounds similar to 36.0
33.26 Brazilian BI "Pajear, pajear!" To watch, attend. "Chamado" Calling. The Brazilian freqs 33.02R-out and 33.10R-out were also active.
33.30 Joint US/Caribbean Forces, Grenada All main bases were heard on this frequency. Sauteurs 62,"Be advised, we're trying to rectify the domestic disturbance at our location, over." Sauteurs Base,"What is it concerning, over?" Sauteurs 62,"It involves alleged ganja and two separate families, over." Sauteurs Base,"Roger. You see any need for backup at this time, over?" Sauteurs 62,"That would be a negative at this time. Be advised, I have two Grenadian police officers with me at this time. If I do need assistance, be advised I will give you a push. How copy, over?" Sauteurs Base,"Roger. Do you have Jamaican assistance out there at this time, over?" Sauteurs 62,"That'ed be a negative, over."

Date: 4/17/84
30.00, 30.15 & 31.15 Spanish Mil 31.75 US Mil "Yanky 50"

Date: 4/19/84
29.90 Telemetry (Military) 32.45 & 32.65 US Mil "Papa 22"
31.10 & 33.40 Spanish Mil "Guatemala" mentioned on 31.10MHz.

Date: 4/21/84
30.00, 30.20 & 30.40 US Mil Location unknown. Grenada Forces on 30.00MHz.?
30.05 Spanish Mil "Capitán" "Guatemala"
30.15 Joint US/Caribbean Forces, Grenada All main bases were heard on this frequency. "Sauteurs 66, this is Whisky 08. Where is Mike Papa Canivellie?" (Mike Papa: Military Police)
32.43 Joint US/Caribbean Forces, Grenada "Whisky 60 to Whisky 60 Alpha."
35.15R-out Spanish BI "Santiago" Cuba More "CMP" operations. (see the May '83 Low Band Skip column) I first thought this was a C. American repeater.

Date: 4/24/84 Time: The Canadian skip was logged in the morning
The Spanish and Caribbean skip was monitored after 1PM.
29.84 Spanish BI 30.25 Spanish Mil "el garrison" "en caliente" at once!
30.02, 30.22, 30.42, 31.42, 31.92, 32.42, 33.06, 33.42, 33.46, 33.92, 43.22 & 43.68 Canadian paging Most Canadian paging stations are licensed for 25 to 50 watts although some have 250 watts or more. Emissions may be AM or FM.
30.50 & 32.30 Canadian Mil Long phonetic lists heard on 30.50. "Gulf November Eskimo Delta...." A 100KHz channel spacing is most commonly encountered, but I've also logged Canadian military on 50KHz channels.
31.15, 31.85, 34.80, 36.20 & 36.40 Joint US/Caribbean Forces, Grenada The frequency 31.15 had long phonetic lists and alternated between wide band FM and SSB emissions. US personnel were also heard on 36.40, but not enough was said to determine if they were on Grenada, and they quickly switched to DVP type scrambling, making identification impossible. However, the fact Grenadian comms were monitored on 36.20 makes it tempting to think these scrambled transmissions also originated on Grenada. Note: This "DVP type" scrambling isn't actual Digital Voice Protection, which is a type of scrambling developed by Motorola for VHF-hi and UHF band radios. Users of DVP include law enforcement agencies, fire services, local governments and power agencies (such as security around nuclear power plants). Most likely, the scrambling heard on low band is DES-Fed, which stands for Data Encryption Standard-Federal. It sounds similar to DVP (tone burst followed by static), but DES is "more scrambled", and so, more secure and harder to crack. The US military makes wide use of DES scrambling.
32.52 Canadian BI with phone patch 32.60 Canadian BI Gasoline delivery
33.48R-out Canadian BI (French) 36.00R-out Canadian BI "32 down"
41.96Base/42.02Mobiles Ontario Provincial Police "Courtland to T-town." "9560 to Belleville." "83357" "83544" (mobile unites) Districts 2 & 8.
42.06Base/42.22Mobiles Ontario Provincial Police "XJB72" "522, Ottawa." "Burlington" "Sturgion Lake Road" "571" "574" An open mike was noted on 42.22 around 9AM. Note: Refer to the July '81 Canada column.

Date: 4/25/84
30.15 US Mil Security Patrol & Port Operations Location may be Gulf states.
30.45 US Mil "Ft. Hood Range Control Net" Weather report "Category Black"
30.82 Petroleum BI Tom Brown, Inc., Midland, Texas Phone patch used."Rig 3"
32.65 US Mil "Lettuce 20 to Apple 12." 32.70 Pathfinder Control

Date: 4/27/84
30.02 Spanish paging, tones & voice 30.30 Spanish BI
30.05 Honduran check point security personnel. November and Mike Papa identifiers were used. (Mike Papa: Military Police)
30.35 Military vehicles moving through check points, Honduras. "Tango 70 to Victor 70. Mike Papa will not let us have access to Rainbow, check point

one." These vehicles were being detained at check point one. Other vehicles which made it past this check point had no trouble passing through the many other check points.(Check points are also called Charlie Papas) "This is X-ray 52. I want to know about the Romeo Papa situation, over." "Ah, this is Victor 70. The Romeo Papa, there's nothing in it at check point Rainbow, over." Just guesing,I'd say a Romeo Papa is a civilian vehicle under suspicion of smuggling armes, ammunition or other contraband. This one had "nothing in it." Note: The signal strength of this skip was generally poor and below the noise level. It's necessary to turn the squelch off when attempting to monitor weak F_2 skip such as this.

31.85 Joint US/Caribbean Forces, Grenada. On this day Grenadian military operations and Jamaican business comms were logged on this frequency. Both "walked on" each other, but Jamaica usually won out. The Jamaican business would appear to be a confection company: "When you close down this evening, save a little resin the Mellow Man makes---in a pan---and leave it over night. I think we should do that just incase another set would show signs of jelling, over." Note: There's also a Jamaican lumber yard co.which uses this frequency and 31.90mHz. "DCO Base" "DCO-6" mobile unit

33.30 Joint US/Caribbean Forces, Grenada. This was the last day this spring these Grenadian Peacekeeper comms were monitored. As mentioned above, the US is trainingapermenant joint regional military force, the first of it's kind! In the future we can expect to hear more Caribbean maneuvers and training exersises on Grenada and the other six participating island nations. The troops will probably be allowed to take their American radios back to their respective homelands, so Caribbean military low band skip may become widespread in the years to come!

Date: 4/28/84

30.08 Argentinean Paging Similar in format to 30.24, 31.78, 35.18, 35.60 & 36.06. Paging consists of two tones followed by voice message(male or female). This "basic" format is used by most all Spanish paging stations. But what sets these particular paging stations apart from the rest is the pitch of the tones used. They are different from, say, 31.35 or 32.68MHz.

33.31 Spanish Radio-telephone Both sides of conversation heard. Origion ukn.

Date: 4/29/84

31.48 Gulf Fleet Marine Corp. "Captain Douglas on the Gulf Eagle to Harvey. Position, 7°North, longitude, 81°15'. Distance traveled last 6 hours, 37mi. Average speed, 6.2 knots. Winds, southeast 5 to 8 knots. Seas, 4 to 5 foot swells. ETA to Port Balboa, 1600 tomorrow afternoon." The Gulf Eagle was in the Pacific Ocean heading for the Panama Canal.

Date: 4/30/84

29.90, 30.00, 30.10, 30.15, 30.20, 30.25, 30.35, 30.45, 32.00, 32.05, 32.15, 32.60, 32.70 & 34.65 US Military conducting "invasion war games" on Vieques Island, Puerto Rico. This was part of the 17 day exercise known as Ocean Venture 84, the largest US Military maneuvers ever heald in the Caribbean, with over 32,000 military personnel, 30 ships and 250 Navy and Air Force aircraft. Propogation conditions were just right on this day to allow these intense war game communications to reach state side. The command "Splash" was often heard as the Marines made for shore in amphibious vehicles. "Next mission should be the SIMO mission. We'er following the scenario, over." "That SIMO mission, that's a straight fire mission, over?" "Implement plan A" "End of series, out." "Stand by to do the whole scenario, over." Signals faded out around sundown, but maneuvers were obviously going to continue all night. Note: Telemetry was heard on 29.90.

30.225 Radio-Telephone San Francisco, CA Non-military (unusual allocation)

30.82 Spanish BI "Santa Tomeo" (?) 30.80 & 32.22 Spanish BI

31.48 "Gulf Fleet 22 to Harvey. Position, North 25° 25', West 85° 40'. Winds, SE 10 to 20. Seas, 4 to 6. Miles traveled, 498. Miles to go, 308." Note: the Gulf Fleet 22 was in the Gulf of Mexico. Time was 2045CDT.

32.70 "Central Control" "Would you come to the control room, over?" "801" This operation could be from British or Dutch West Indies. English language.

33.65 Dutch West Indies Military, active till 2210CDT. "White"

Well, that's it for April '84! Remember, during the low point in the sunspot cycle which we are presently traversing, the equinoctial periods (September/October and March/April) will probably bring the best chances for long haul, high MUF skip. January is usually the low point, but February marks the returne of F_2 propagation, and March & April should see more outstandig skip!

Good luck,
Chuck Robertson (ILL-141)

Marketplace

Gary M. Darcy, Editor

Members may advertise, free of charge, items wanted, items for sale, and items for trade that are associated with the hobby of monitor/utility radio listening. No dealer ads will be accepted for this column. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads printed in this column. Send to:

RCMA MARKETPLACE, c/o Gary M. Darcy, P.O. Box 1329, Palmdale, CA 93550.

Please be sure to include your membership number.

All Marketplace ads will be accepted ONLY on special forms available from this column's editor. Send a self-addressed STAMPED envelope (business size) to the address above to receive a supply of forms. Foreign members do not need to include postage on envelopes they send.

WANTED: Regency ACT-E-106-HLU. Unit should be complete with AC cord, antenna(s), operating instructions. Should be in excellent operating condition; appearance not important. Contact: BOB HOHLMAYER (OH-157), 2041 East Mile Rd., Springfield, oh 45503-2831. (12-20-84)

WANTED: Regency ACT-R-1-H. Unit should be complete with AC cord, antenna, operating instructions, and be in excellent operating condition, appearance not important. Contact: BOB HOHLMAYER (OH-157), 2041 East Mile Rd., Springfield, OH 45503-2831. (12-20-84)

WANTED: Sears 3870 five channel crystal scanner. Unit should be in excellent operating condition, looks not important,and be complete with AC cord, antemna, and operating instructions. Contact: BOB HOHLMAYER (OH-157), 2041 East Mile Rd., Springfield, OH 45503-2831. (12-20-84)

WANTED: Regency C-403 four channel crystal scanner. Unit should be complete with AC cord, antenna, and operating. Should be in excellent operating condition, appearance not important. Contact: BOB HOHLMAYER (OH-157), 2041 East Mile Rd., Springfield, OH 45503-2831. (12-20-84)

FOR SALE: Bearcat 200. 16 channel, 30-50 Mhz, 138-174 Mhz, 406-512 Mhz, shipping included. $250.00 (Canadian). Contact: RUSS FARRELL (CANA-098), P.O. Box 1171, Main Post Office, St. Catharines, Ontario, Canada L2R 7A7. (11-26-84)

WANTED: Realistic PRO-20A VHF 4 Channel. Will trade for BC-100. Assorted crystals included. Contact: RUSS FARRELL (CANA-098), P.O. Box 1171, Main Post Office, St. Catharines, Ontario, Canada L2R 7A7. (11-26-84)

FOR TRADE: Bearcat 200. Wish to trade for Bearcat 100 in working condition or Radio Shack PRO-30 in good condition. Contact: RUSS FARRELL (CANA-098), P.O. Box 1171, Main Post Office, St. Catharines, Ontario, Canada L2R 7A7.(11-26-84)

FOR SALE: 3M Microfilm Reader. $95.00. Contact: GILLES THIBODEAU (CANA-101), 3653 Montcalm, Lac-Megantic, Quebec, canada G6B 2H8 or phone 819-583-1817 after 1800. (12-14-84)

FOR SALE: Realistic PRO-30. Excellent condition; includes power cord. $200.00. Contact: TIMOTHY W. CALDWELL (MA-137), 58 Bradford St., Provincetown, MA 02657. (12-17-84)

COMMUNICATIONS PROFILE

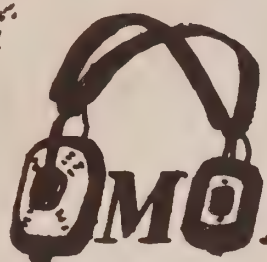
Cliff Polkinghorn, 14310 Acacia St., San Leandro, CA 94579

This column is for special projects that explain various radio systems in detail. Frequencies and radio codes of not only municipal agencies and certain federal government agencies may be listed, but also large businesses and corporations. The contribution must be lengthy enough that publishing it in one of the regular columns would not be possible. If you are inclined to submit a report as the one below appears, please follow No. 8 in the inside front cover of the Newsletter.

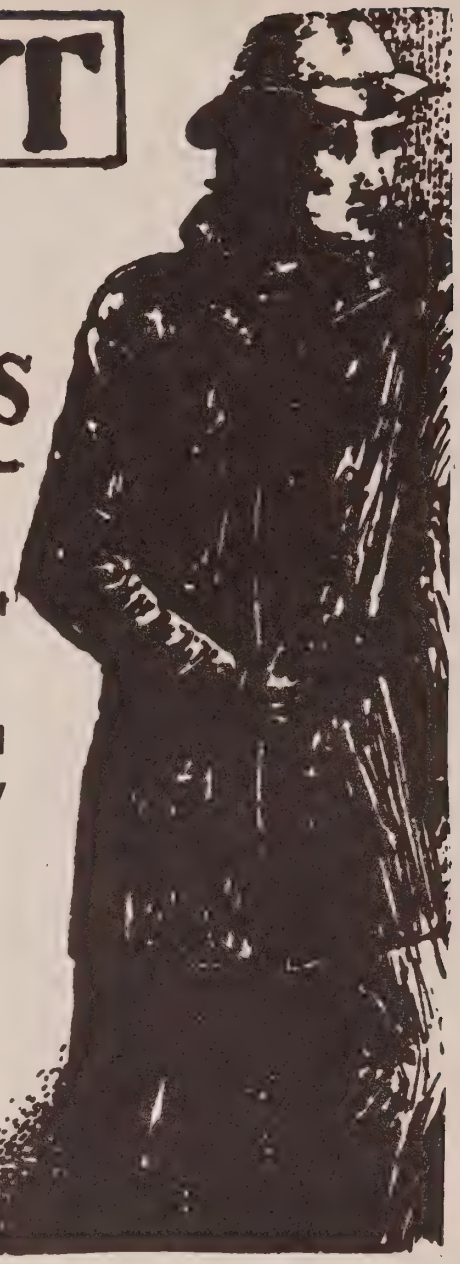
NO COLUMN THIS MONTH

PAID ADVERTISEMENT

TOP SECRET



MONITORING TIMES



"...the BEST communications news source." (T. Harbaugh)

"Your publication has helped monitoring grow and brought the thrill of listening back." (P. Steckbeck)

"Your magazine transcends simply listening to the powerful shortwave stations to include both interesting frequency listings and fascinating technical articles." (S. Westerman)

"My hobby could not be complete without MT's information-filled pages every month." (J. Henault)

SEND FOR YOUR FREE SAMPLE TODAY!

Grove Enterprises
P. O. Box 98, Brasstown, NC 28902
704-837-9200

photo department

Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 x 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to:

Hugh Stegman, 11622 Exposition Blvd., #2, Los Angeles, CA 90064

This month's photos are from Michel Lecompte, who monitors public safety agencies in the Quebec area. He poses at his monitoring post, which includes (L to R) a Patrolman 2002 with a Grove Code Breaker (inversion descrambler), 4 channel Patrolman Pro-20, 8 channel Pro-52 crystal scanner, and a Patrolman CB8 tuneable shortwave/ VHF portable. Below are an extension speaker and (not seen) a copy of the Canadian DOC frequency microfiche.

Michel notes that there is a lot of activity between 410 - 414 MHz, and that scrambling and DVP are common. Signals are strong in the city, so indoor antennas work fine.

There seems to be some interest in another springtime orgy of monitoring setup photos. I like these too, and always seem to learn something from them. You know the rest of the pitch; shoot 'em and send 'em in! See you next month.

Public Safety

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police, sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

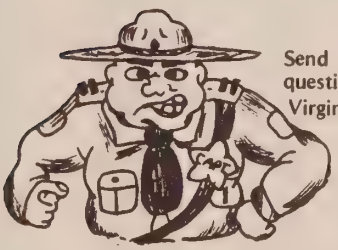
Associated Public-Safety Communications Officers, Inc.

OFFICIAL TEN SIGNAL LIST

APCO states the numbering, sequence, words or word phrasing of the below listed signals may not be altered, nor may the reserved signals be otherwise implemented except by APCO. Any user may employ signal numbers upward, beginning with 10-40, as needed for local dispatching. RCMA publishes this listing in support of APCO and their uniform dispatch code efforts. We will print other dispatch codes, different from the OFFICIAL APCO listing, only to assist our membership in their continued monitoring hobby. It is hoped you find this listing useful.

10-1	Signal weak	10-19	(In) contact
10-2	Signal good	10-20	Location
10-3	Stop transmitting	10-21	Call ( ) by phone
10-4	Affirmative (OK)	10-22	Disregard
10-5	Relay (to)	10-23	Arrived at scene
10-6	Busy	10-24	Assignment completed
10-7	Out of service	10-25	Report to (Meet)
10-8	In service	10-26	Estimated time of arrival
10-9	Say again	10-27	License/Permit Information
10-10	Negative	10-28	Ownership Information
10-11	( ) on duty	10-29	Records check
10-12	Stand by (stop)	10-30	Danger/Caution
10-13	Existing conditions	10-31	Pick up
10-14	Message/Information	10-32	( ) units needed (Specify)
10-15	Message delivered	10-33	Help me quick
10-16	Reply to message	10-34	Time
10-17	Enroute	10-35 through 10-39 are reserved for future assignment by APCO. User option 10-40 upward.	
10-18	Urgent		

PUBLIC SAFETY — SOUTH EAST:



Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Florida, Georgia, N. Carolina, S. Carolina, W. Virginia, and Virginia:

William Mauldin, 2268 N.W. 30th Rd., Boca Raton, FL 33431

Amateur Repeaters of the Southeast

This month PUBLIC SAFETY SOUTHEAST presents the most extensive listing of amateur repeaters ever printed in the NEWSLETTER. We wish to thank the Southeastern Repeater Association (CVRA-SERA) and the Repeater Journal for making this listing possible. Since amateur radio, and especially VHF and UHF repeaters, play a big part in public safety communications, it is hoped that this listing is helpful in monitoring emergency phone patches, emergency nets and other amateur related communications.

Distribution of Repeater by Frequency

When reading this frequency list, remember that the first two numbers of each frequency are not shown. For example, in the 2 meter listing, add the prefix numbers 14 to the numbers shown on the computer printout for the full frequency. Under 220 MHz listings, the prefix numbers 22 should be noted to the repeater frequencies, and on the 440 MHz listing, 44 should be prefixed to the repeater pairs. Six meter listings should be prefixed by the number 5, and ten meter listings prefixed by the number 2. Pretty simple once you get the picture. On the two meter listing, 5.01/PKET means they have a "packet" (high speed data transmitter) on 145.01 MHz. The first actual repeater listed is 6.50/2.525 in Clarksburg, WV. This would be a repeater on 146.500 input/142.525 output. The input frequency is always listed first, then the output frequency. This listing is by frequency, showing all repeaters operating on that channel by location. Notes telling about the repeater can be found in the state listings.

The Journal Repeater Index is the property of CVRA-Southeastern Repeater Assn., Inc. Computerized lists are maintained and updated 4 times a year for each issue of the REPEATER JOURNAL. Permission without writing is granted to individuals, clubs or organizations to use or reprint the Journal Repeater Index provided proper credit is given. CVRA-SERA cannot be responsible for incorrect or omitted listings. We make every attempt to keep our index as accurately as possible with information provided. Our lists contain certain repeaters which are not on the band plan or are uncoordinated solely to keep our readers informed of all repeaters. CVRA-SERA does not necessarily condone or favor such repeaters. Changes to the index may be made in writing to your State Director.

DISTRIBUTION OF REPEATERS BY FREQUENCY

The By-City Index Appears On Following Pages

2 METERS

5.01 /PKET	FLORENCE	SC
5.33 /PKET	MEMPHIS	TN
6.50 /2.525	CLARKSBURG	WV
7.43 /4.93	LYNCHBURG	VA
4.51 /5.11	DECATUR	GA
	SAURATOWN MT	NC
	KNOXVILLE	TN
	RICHMOND	VA
	SALT ROCK	WV
4.53 /5.13	NEWNAN	GA
	AHOSKIE	NC
	GREENWOOD/HODGES	SC
	CHATTANOOGA-RTTY	TN
	LAFOLLETTE	TN
	GALAX/LKOUT MT	VA
4.55 /5.15	ATLANTA/GA TECH	GA
	MAYODAN	NC
	MORENTN/HI PK	NC
	BESSEMER(ALA)	TN
	DECATUR-PONE KB	TN
	FRANKLIN	TN
	MARMET/BEE MT	WV
	MARTINSBURG	WV
4.57 /5.17	CHARLOTTE	NC
	OXFORD	NC
	LENOIR CITY	TN
	MURFREESBORO	TN
	BOLT MT	WV
4.59 /5.19	MT MITCHELL	NC
	JASPER	TN
	WHEELING	WV
4.61 /5.21	COLUMBIA	NC
	LEWISVILLE	NC
	GASTON	SC
	KNOXVILLE	TN
	HUNTINGTON	WV
4.63 /5.23	DALTON	GA
	CHARLOTTE	NC
	MCMINNVILLE	TN
	MIDDLEBRO(KY/TN)	TN
	LOGAN	WV
4.65 /5.25	DALTON	GA
	GREENSBORO	NC
	CHARLESTON	SC
	FISHERVILLE	TN
	GREENEVILLE	TN
	NASHVILLE	TN
4.67 /5.27	HENDSVL/PINCK MT	NC
	RALEIGH	NC
	SEVIERVILLE	TN
	MANASSAS	VA
4.69 /5.29	PRESTONSBURG*	EKY
	CHARLOTTE	NC
	CHATTANOOGA	TN
	JOHNSON CITY	TN
	CHESAPEAKE	VA
4.71 /5.31	TRENTON	NC
	ROCK HILL	SC
	ATHENS	TN
	JACKSON	TN
	ALEXANDRIA	VA
	LAYLAND/MANN MT	WV
4.73 /5.33	MT AIRY/TRNR MT	NC
	BAMBERG	SC
	CHATTANOOGA	TN
	KNOXVILLE	TN
	PARSONS	WV
4.75 /5.35	GREENVILLE	NC
	MOORESVILLE	NC
	NASHVILLE	TN
	BLAND	VA
	FALLS CHURCH	VA
4.77 /5.37	MARTINEZ	GA
	WRENS	GA
	N. WILKESBORO	NC
	KNOXVILLE	TN
	BECKLEY	WV
4.79 /5.39	GRIFFIN	GA
	CHATTANOOGA	TN
	MT. JULIET	TN
	STANTONVILLE	TN
	GALAX	VA
	WESTON	WV
4.81 /5.41	ATLANTA/BELL	GA
	HIGH POINT	NC
	WILLIAMSTON	NC
	GREENEVILLE	TN
	MEMPHIS	TN
	LIBERTY	WV
4.83 /5.43	GREEN MT	NC
	KNOXVILLE	TN
	NASHVILLE	TN
	RICHMOND	VA
	CHARLESTON	WV
	MORGANTOWN	WV
4.85 /5.45	CROWDERS MT	NC
	NEWPORT	NC
	BENTON	TN
	WELCH	WV
4.87 /5.47	FISHERS PK/WS	NC
	LILLINGTON	NC
	INMAN	SC
	KNXVL/HOUSE MT	TN
	MOUNTAIN CITY	TN
	NASHVILLE	TN
	ARLINGTON	VA
	KINGSTON/LICK KB	WV
4.89 /5.49	FRNKLN/COWEE BLD	NC
	RALEIGH	NC
	RKY RDG/WALLACE	SC
	MCMINVL/SHT MT	TN
	MEMPHIS	TN
	BLUEFIELD	VA
	BLUEFIELD	WV
6.625/6.025	MARTIN	TN
6.655/6.055	BROWNSVILLE	TN
6.685/6.085	WAVERLY	TN
6.775/6.175	PULASKI	TN
7.87 /6.27	DAMRON MTN*	EKY
6.895/6.295	HARTWELL	GA
6.01 /6.61	GREENSBORO	NC
	NEW BERN	NC
	CHELSEA	SC
	GRNVLE/CSRS HD	SC
	MYRTLE BEACH	SC
	CHATTANOOGA	TN
	NASHVILLE	TN
	BROMLEY MT	VA
	CHESAPEAKE	VA
	LYNCHBURG	VA
	SPENCER	WV
6.025/6.625	LAURINBURG	NC
	NEW MARKET	VA
6.04 /6.64	HENDERSONVILLE	NC
	RALEIGH	NC
	WINSTON-SALEM	NC
	SUMTER	SC
	CROSSVILLE	TN
	MADISON	TN
	MEMPHIS	TN
	FINCASTLE	VA
	MARION	VA
	RICHMOND	VA
	HUNTINGTON	WV
6.055/6.655	CONCORD/KANNAP.	NC
	ALEXANDRIA	VA
	ALTAVISTA	VA
6.07 /6.67	HAZARD	EKY
	GAINESVILLE	GA
	BURLINGTON	NC
	FOREST CITY	NC
	BRISTOL	TN
	COOKEVILLE	TN
	LAFOLLETTE/WMT	TN
	NASHVILLE S.W.	TN
	BARREN SPRINGS	VA
	BRISTOL	VA
	LEXINGTON	VA
	WILLIAMSBURG	VA
	RAVENSWOOD	WV
6.085/6.685	GRIFTON	NC
	STATESVILLE	NC
	NEWBERRY	SC
	VIENNA	VA
6.10 /6.70	DUNN	NC
	GREENVILLE	SC
	LANCASTER	SC
	CHATTANOOGA	TN
	FRAYSER	TN
	MANCHESTER	TN
	MEMPHIS	TN
	UNION CITY	TN
	DANVILLE/WHT OAK	VA
	DUFFLD/POWLL MT	VA
	NORFOLK	VA
	STAUNTON	VA
	RAVENSWOOD	WV
6.115/6.715	SPRING LAKE	NC
	HENDERSONVILLE	TN
	BLACKSBURG	VA
	STERLING	VA
6.12 /6.72	ST ALBANS/COAL	WV
6.13 /6.73	GUTHRIE	EKY
	LOUISA*	EKY
	RALEIGH	NC
	SALISBURY	NC
	WILMINGTON	NC
	N. AUGUSTA	SC
	SIMPSONVILLE	SC
	KNOXVILLE	TN
	LEBANON	TN
	MEMPHIS	TN
	HAMPTON	VA
	ALDERSON	WV
6.145/6.745	DILLON/PEE DEE	SC
	DYERSBURG	TN
	ROANOKE/POOR MT	VA
6.16 /6.76	ASHVL/MT PISGAH	NC
	GREENSBORO	NC
	SWANSBORO	NC
	WILSON	NC
	CHARLESTON	SC
	FT JACKSON	SC
	BRISTOL/HLSTN MT	TN
	NASHVILLE	TN
	CHARLOTTESVILLE	VA
	FOREST	VA
	HUNTINGTON	WV
	MORGANTOWN	WV
	WHEELING	WV
6.175/6.775	CHARLOTTE	NC
	ELIZABETHTOWN	NC
	WYTHEVILLE	VA
6.19 /6.79	PIKEVILLE*	EKY
	NEWNAN	GA
	SAURATOWN MT	NC
	ANDSN/SASFRAS MT	SC
	CHARLESTON	SC
	CHATTANOOGA	TN
	JOHNSON CITY	TN
	NASHVILLE	TN
	CHESAPEAKE	VA
	FAIRFAX	VA
	OAK HILL	WV
6.205/6.805	DECATUR	GA
	FAYETTEVILLE	NC
	GASTONIA	NC
7.405/6.805	MAGGIE VALLEY	NC
6.22 /6.82	ROARING GAP	NC
	WILMINGTON	NC
	GRNVLE/PARIS MT	SC
	LAKE CITY	TN
	MEMPHIS	TN
	WINCHESTER	TN
	COVINGTON	VA
	WINCHESTER	VA
	CHARLESTON	WV
	CLARKSBURG	WV
6.235/6.835	ASHEVILLE	NC
	NAGS HEAD/BODIE	NC
	WADESBORO	NC
	HAZEL MT	VA
7.255/6.835	LEXINGTON	SC
7.435/6.835	THOMASVILLE	NC
6.25 /6.85	PIKEVILLE*	EKY
	GOLDSBORO	NC
	HICKORY/BRT. MT	NC
	REIDSVILLE	NC
	FLORENCE	SC
	LAURENS	SC
	GTLBG/COVE MTN	TN
	MEMPHIS	TN
	NASHVILLE	TN
	PORTSMOUTH	VA
	STAUNTON	VA
	BKLY/FLAT TOP MT	WV
	BUCKHANNON	WV
6.265/6.865	FAYETTEVILLE	TN
7.465/6.865	WAXHAW	NC
6.28 /6.88	SAVANNAH	GA
	RALEIGH	NC
	SHELBY	NC
	COLUMBIA	SC
	BRISTOL	TN
	MEMPHIS	TN
	NASHVILLE	TN
	OAK RIDGE	TN
	BRISTOL	VA
	RICHMOND	VA
	SALEM	VA
	CHARLESTON	WV
6.295/6.895	MADISON	NC
	WAXHAW	NC
6.31 /6.91	MOREHEAD	EKY
	AHOSKIE	NC
	ASHVL/SPIVEY MT	NC
	FAYETTEVILLE	NC
	LEXINGTON	NC
	WHITE HALL	SC
	SAVANNAH	TN
	SHORT MTN	TN
	FARMVILLE	VA
	JONESVILLE	VA
	MT. LK/BALD KNB	VA
	TYSONS CORNER	VA
	FAIRMONT	WV
	MCMECHEN	WV
	RIPLEY	WV
6.325/6.925	ROCK HILL	SC
	CHARLOTTESVILLE	VA
	DANVILLE(DCC)	VA
6.34 /6.94	ASHLAND	EKY
	AUGUSTA	GA
	BURGAW	NC
	CHARLOTTE	NC
	DURHAM	NC
	MANTEO	NC
	MT AIRY-RTTY	NC
	COLUMBIA	SC
	GREER	SC
	KNOXVILLE	TN
	MEMPHIS	TN
	NASHVILLE	TN
	HAMPTON	VA
	RICHMOND	VA
	ROANOKE	VA
	NEW MARTINSVLLE	WV
	RICHWOOD	WV
	WEIRTON	WV
6.355/6.955	ROCKINGHAM	NC
6.37 /6.97	SAVANNAH	GA
	MT AIRY	NC
	SMITHFIELD	NC
	ANDERSON	SC
	FLORENCE	SC
	ALTAMONT	TN
	KNGSPT/BAYS MT	TN
	MEDINA	TN
	OAK RIDGE	TN
	MANASSAS	VA
	STAUNTON	VA
	VIRGINIA BEACH	VA
	LOGAN	WV
	PARKERSBURG	WV
6.385/6.985	ALBEMARLE	NC
	OLD FORT	NC
	MT PLEASANT	SC
	ROANOKE/POOR MT	VA
6.40 /7.00	HIGH POINT	NC
	JACKSONVILLE	NC
	MARION	SC
	PICKENS	SC
	MEMPHIS	TN
	SUFFOLK	VA
	ST ALBANS	WV
7.60 /7.00	ELKHORN CITY	EKY
	HIGH POINT	NC
	BLOUNTVILLE	TN
	CHATT/SIGNAL MT	TN
	CLARKSVILLE	TN
	HAYSI	VA
	TERRA ALTA	WV

REPEATERS BY FREQUENCY CONTINUED

7.615/7.015	CHARLOTTE	NC
	SUMTER	SC
	NASHVILLE	TN
	FREDRICKSBURG	VA
6.43 /7.03	ERWIN	NC
	ROCK HILL	SC
	FRAYSER	TN
	LEXINGTON	TN
	RICHMOND	VA
7.63 /7.03	GREENSBORO	NC
	ROANOKE RAPIDS	NC
	MYRTLE BEACH, N	SC
	FAYETTEVILLE	TN
	MEMPHIS	TN
	MORRISTOWN	TN
	WAYNESBORO	VA
	MULLENS	WV
	ST MARYS/BENS R	WV
6.445/7.045	HOPE MILLS	NC
	ROBBINSVILLE	NC
	YOUNGSVILLE	NC
	ARLINGTON	VA
7.645/7.045	STATSVL/ASBRY MT	NC
	RADFORD	VA
	STAUNTON/EL. KB	VA
	VIRGINIA BEACH	VA
6.06 /7.06	MADISON	WV
6.46 /7.06	CHARLOTTE	NC
	ELIZABETH CITY	NC
	MEMPHIS	TN
	SOUTH BOSTON	VA
	PRINCETON	WV
7.66 /7.06	MACO	NC
	SUMTER	SC
	GREENEVILLE	TN
	SHELBYVILLE	TN
	CHESTER	VA
	POINT PLEASANT	WV
6.475/7.075	BURLINGTON	NC
7.675/7.075	BURLINGTON	NC
	GOOSE CREEK	SC
	KNOXVILLE	TN
	WAYNSBR/AFTON MT	VA
7.69 /7.09	GREENVL/ESTN NC	NC
	ORANGEBURG	SC
	SPARTANBURG	SC
	MEMPHIS	TN
	SPARTA/BON AIR	TN
	GALAX/BRIRP MT	VA
7.705/7.105	MARION/OLD FORT	NC
	MONROE/UCARS	NC
	NASHVILLE	TN
	BEDFORD	VA
6.09 /7.11	LOGAN	WV
7.72 /7.12	AUGUSTA	GA
	GAST/SPCR MT	NC
	ROCKY MOUNT	NC
	MYRTLE BEACH	SC
	COLUMBIA	TN
	MEMPHIS	TN
	OAK RIDGE	TN
	CULPEPPER	VA
	BRIDGEPORT	WV
	DUNBAR	WV
7.735/7.135	DALTON	GA
	BREVARD/TRNS CTY	NC
	FRIES	VA
	RICHMOND	VA
7.75 /7.15	MORGANTON	NC
	RALEIGH	NC
	SIMPSONVILLE	SC
	MEMPHIS	TN
	NASHVILLE	TN
	OAK RIDGE	TN
	TAZEWELL	VA
	MCHECHEN	WV
	ST ALBANS/COAL	WV
7.765/7.165	HIGH POINT	NC
	GREENWOOD	SC
	NEWPORT NEWS	VA
	WARRENTON	VA
7.78 /7.18	AUGUSTA	GA
	SANFORD	NC
	WILMINGTON	NC
	CAROWINDS	SC
	GOOSE CREEK	SC
	CLEVELAND	TN
	MEMPHIS	TN
	NASHVILLE	TN
	DUBLIN	VA
	PETERSBURG	VA
	LEON	WV
7.795/7.195	LAKE TOXAWAY	NC
	LYNCHBURG	VA
7.81 /7.21	DALTON	GA
	GREENSBORO	NC
	WHITEVILLE	NC
	LITTLE MT.	SC
	COOKEVILLE	TN
	JACKSON	TN
	MCLEAN	VA
	WISE/HIGH KNOB	VA
7.825/7.225	HILLSBOROUGH	NC
	MORRISTOWN	TN
	YORKTOWN	VA
7.84 /7.24	CARTHAGE	NC
	EDEN/MAYODAN	NC
	FOREST CITY	NC
	FRANKLIN	NC
	HILTON HEAD	SC
	LANCASTER	SC
	PROSPERITY	SC
	GALLATIN	TN
	MEMPHIS	TN
	PETERSBURG	VA
7.855/7.255	WOODBRIDGE	VA
	ASHEBORO	NC
	HENDSVL/STONY MT	NC
	ACCOMAC	VA
	MARTINSBURG	WV
7.87 /7.27	BENSON	NC
	WAYNESVILLE	NC
	CHARLSTN/LDSN	SC
	SENECA/LONG MT	SC
	GALLATIN	TN
	JOHNSON CITY	TN
	MEMPHIS	TN
	GUM SPRING	VA
	SCOTT DEPOT	WV
7.885/7.285	AIKEN	SC
	ROCKY SPUR	SC
	MARTINSVILLE	VA
7.90 /7.30	JACKSONVILLE	NC
	TUCKASEGEE	NC
	CHARLESTON	SC
	KNOXVILLE	TN
	MEMPHIS	TN
	NASHVILLE	TN
	BLUEMONT/WINCH	VA
	CLIFTON FORGE	VA
	FRANKLIN	VA
	HUNTINGTON	WV
7.915/7.315	AUGUSTA	GA
	UNION CROSS	NC
	CENTERVILLE	TN
	ALEXANDRIA	VA
7.92 /7.32	GRUNDY	VA
7.93 /7.33	TOCCOA	GA
	FAYVLLE/FT BRAGG	NC
	LENOIR/HIBRITN	NC
	COVINGTON	TN
	CROSSVILLE	TN
	NASHVILLE	TN
	LEXNGTN/COLE MT	VA
	WARSAW	VA
7.945/7.345	LYNCH/BLACK MT*	EKY
	SHELBY	NC
	WASHINGTON	NC
	HENDERSONVILLE	TN
	GATE CITY	VA
	FRANKLIN	WV
7.95 /7.35	DANVILLE	VA
7.96 /7.36	BOONE	NC
	GREENVILLE	NC
	LUMBERTON	NC
	COLUMBIA	SC
	KNOXVILLE	TN
	MEMPHIS	TN
	NASHVILLE S.	TN
	PARIS	TN
	CHESTERFIELD	VA
7.975/7.375	BURNSVILLE	NC
	HILLSVILLE	NC
	GEORGETOWN	SC
	HILLSVILLE	VA
	LYNCHBURG	VA
	NEWPORT NEWS	VA
	GRAFTON	WV
	ST ALBANS	WV
7.99 /7.39	JENKINS	EKY
	CHARLOTTE	NC
	EDEN/STONEVILLE	NC
	SMITHFIELD	NC
	LEXINGTON	SC
	DAYTON/RHEA CTY	TN
	GALLATIN	TN
	MEMPHIS	TN
	MADISON	VA
	PETERSBURG	VA
	MONTGOMERY	WV
	PARKERSBURG	WV
5.00 /7.50	CHARLOTTE	NC
6.19 /7.51	MEMPHIS	TN
7.135/7.735	CHERAW	SC
	ALAMO	TN
7.225/7.825	ATHENS	GA
7.285/7.885	BIRMINGHAM(ALA)	TN
7.30 /7.90	MONROE	NC
7.315/7.915	DALTON	GA
7.375/7.975	ATHENS	GA
	GREENVILLE	SC
5.23 /ET	HAMPTON	VA

220 MHZ

2.30 /3.90	COLUMBIA	SC
	HERMITAGE	TN
2.32 /3.92	HIGH POINT	NC
2.34 /3.94	ASHVL/MT PISGAH	NC
	HILLSBOROUGH	NC
	CLARKSVILLE	TN
	MEMPHIS	TN
2.36 /3.96	ROCKY MOUNT	NC
2.38 /3.98	LINWOOD	NC
	GALLATIN	TN
2.40 /4.00	LOCUST	NC
	PETERSBURG	VA
2.42 /4.02	FAYETTEVILLE	NC
	HICKORY	NC
	NASHVILLE	TN
2.46 /4.06	EASLEY/SASHRS MT	SC
2.48 /4.08	NASHVILLE	TN
2.50 /4.10	FAIRFAX	VA
2.54 /4.14	PICKENS/SRS HD	SC
	FRANKLIN	TN
	HUNTINGTON	WV
2.56 /4.16	LENOIR/HIBRITN	NC
2.62 /4.22	NASHVILLE	TN
2.70 /4.30	STATESVILLE	NC
2.74 /4.34	FRIES	VA
2.80 /4.40	CHARLOTTE	NC
2.86 /4.46	KNOXVILLE	TN
2.90 /4.50	KNOXVILLE	TN
2.94 /4.54	MT MITCHELL	NC
3.00 /4.60	ASHEVILLE	NC
3.04 /4.64	RALEIGH	NC
	WINSTON-SALEM	NC
3.08 /4.68	CHARLOTTE	NC
3.10 /4.70	WSTFLD/SAUTN MT	NC
3.14 /4.74	KINGSTON/LICK KB	WV
3.16 /4.76	SALISBURY	NC
	OAN/WHT OAK	VA
3.18 /4.78	CHATTANOOGA	TN
3.20 /4.80	MORGANTON	NC
3.22 /4.82	GIBSONVILLE	NC
	KNOXVILLE	TN
	ALEXANDRIA	VA
3.28 /4.88	WSTFLD/SAUTN MT	NC
3.30 /4.90	COLUMBIA	SC
	CHATT/SIGNAL MT	TN
3.32 /4.92	CHAPEL HILL	NC
3.34 /4.94	GREENEVILLE	TN
	ROANOKE/POOR MTN	VA
3.36 /4.96	CHERRYVILLE	NC
	GOLDSBORO	NC
3.38 /4.98	FALLS CHURCH	VA

440 MHZ

9.25 /6.25	NORFOLK	VA
9.25 /6.27	ALEXANDRIA	VA
9.25 /7.25	CHATT/SIGNAL MT	TN
7.00 /2.00	WINCHESTER	VA
7.05 /2.05	MEDINA	TN
7.10 /2.10	MILAN	TN
7.25 /2.25	COVINGTON	VA
7.50 /2.50	KNOXVILLE	TN
	ROANOKE/POOR MT	VA
7.75 /2.75	ROANOKE	VA
7.80 /2.80	FRANKLIN	TN
	MEMPHIS	TN
7.90 /2.90	HIGH POINT	NC
8.00 /3.00	MEMPHIS	TN
8.10 /3.10	LYNCH/BLACK MT*	EKY
8.30 /3.30	GATLBG/COVE MT	TN
8.40 /3.40	MEMPHIS	TN
8.50 /3.50	PARIS/GROVE HL	TN
	TYSONS CORNER	VA
8.55 /3.55	WILKESBORO	NC
8.65 /3.65	MT MITCHELL	NC
	HAMPTON	VA
8.70 /3.70	LOCUST	NC
8.75 /3.75	ALAMO	TN
	FINCASTLE	VA
8.30 /3.80	MANASSAS	VA
8.80 /3.80	NORTHWEST/SE VA	VA
8.875/3.875	CHAPEL HILL	NC
	CAESARS HEAD	SC
8.90 /3.90	SALUDA	VA
8.95 /3.95	WILLIAMSBURG	VA
9.00 /4.00	RICHMOND	VA
9.05 /4.05	WAYNSBR/AFTON MT	VA
9.10 /4.10	HILLSBOROUGH	NC
	COLUMBIA	SC
	CHATTANOOGA	TN
9.15 /4.15	ATLANTA	GA
	N. AUGUSTA	SC
	LEXNGTN/COLE MT	VA
	SPRINGFIELD	VA
9.20 /4.20	AHOSKIE	NC
	MORRISTOWN	TN
9.25 /4.25	CHARLOTTESVILLE	VA
9.30 /4.30	FISHERVILLE	TN
	HOOVER(ALA)	TN
	KNOXVILLE	TN
	WAYNESBORO	VA
9.35 /4.35	GALLATIN	TN
	LYNCHBURG	VA
9.40 /4.40	FAYETTEVILLE	NC
	OAK RIDGE	TN
	PETERSBURG	VA
9.45 /4.45	GALLATIN	TN
	FALLS CHURCH	VA
9.50 /4.50	MEMPHIS	TN
	LYNCHBURG	VA
9.55 /4.55	NASHVILLE	TN
	ALBERTA	VA
9.60 /4.60	CHARLOTTE	NC
	KNOXVILLE	TN
	ALEXANDRIA	VA
9.65 /4.65	GREENVILLE	SC
	RICHMOND	VA
9.675/4.675	NASHVILLE	TN
9.70 /4.70	ROCKY MOUNT	NC
	WILMINGTON	NC
	MT PLEASANT	SC
	KNXVLE/HOUSE MT	TN
	MORGANTOWN	WV
9.75 /4.75	ROCK HILL	SC
	TYSONS CORNER	VA
9.775/4.775	NASHVILLE	TN
9.80 /4.80	GREENVILLE	NC
	MEMPHIS	TN
	BECKLEY/EOC	WV
	MORGANTOWN	WV
9.85 /4.85	CHARLOTTE	NC
	PETERSBURG	VA
9.875/4.875	NASHVILLE	TN
9.90 /4.90	ASHVL/MT PISGAH	NC
	GREENSBORO	NC
	WILSON	NC
9.95 /4.95	VIRGINIA BEACH	VA
9.975/4.975	NASHVILLE	TN
3.80 /8.80	SUMMERVILLE	SC
4.225/9.225	MANASSAS	VA
4.40 /9.40	MEMPHIS	TN
4.90 /9.90	WOODBRIDGE	VA
4.925/9.925	BLUEMONT/WINCH	VA

10 METER S

9.52 /9.62	ATLANTA	GA
	WILKESBORO	NC
	MEMPHIS	TN
9.54 /9.64	CHAPEL HILL	NC
9.58 /9.68	STERLING	VA

6 METER S

2.58 /2.48	FAIRFAX	VA
2.525/2.525	HENDERSONVILLE	NC
2.76 /2.525	KNOXVILLE	TN
2.01 /3.01	HENDERSONVILLE	NC
	NEWPORT	NC
	CHATTANOOGA	TN
	MEMPHIS	TN
	ABINGTON	VA
	LEXNGTN/COLE MT	VA
	NORTN/HIGH KB	VA
2.03 /3.03	CHARLOTTE	NC
	ROANOKE RAPIDS	NC
2.05 /3.05	COPE	SC
2.13 /3.13	ALEXANDRIA	VA
	DANVILLE(DCC)	VA
2.15 /3.15	KNOXVILLE	TN
	ROANOKE/POOR MT	VA
2.17 /3.17	ST MARYS/BENS R	WV
2.25 /3.25	KNOXVILLE	TN
	RIDGEWAY	VA
2.35 /3.35	CARY	NC
	KNOXVILLE	TN
2.41 /3.41	PICKENS	SC
2.43 /3.43	RICHMOND	VA
2.47 /3.47	HICKORY	NC
2.67 /3.67	STATESVILLE	NC

CVRA-SERA REPEATER INDEX LISTINGS BY CITY-BY-STATE

NORTH CAROLINA REPEATERS

2 METERS

AHOSKIE	WB4YNF	144.53	145.13	N	A
AHOSKIE	WA4ZGQ	146.31	146.91	N	PA
ALBEMARLE	K4OGB	146.385	146.985		
ASHEBORO	WD4AIB	147.855	147.255		PAL
ASHEVILLE	WA4QCO	146.235	146.835		A
ASHVL/MT PISGAH	WA4BVW	146.16	146.76		
ASHVL/SPIVEY MT	W4MOE	146.31	146.91		PA
BENSON	WR4ARL	147.87	147.27	N	PA
BOONE	WA4KDB	147.96	147.36		
BREVARD/TRNS CTY	N4GTG	147.735	147.135		
BURGAW	K4LZY	146.34	146.94		
BURLINGTON	WB4ZIN	146.07	146.67		A
BURLINGTON	W4VGZ	146.475	147.075	N	EA
BURLINGTON	WA4HBQ	147.675	147.075	N	EA
BURNSVILLE	WA4LLR	147.975	147.375		A
CARTHAGE	W4NIW	147.84	147.24		EA
CHARLOTTE	KE4ZC	144.57	145.17		
CHARLOTTE	W4BFB	144.63	145.23		
CHARLOTTE	WD4JWO	144.69	145.29		
CHARLOTTE	KA4HNP	145.00	147.50	N	NB
CHARLOTTE	W4BFB	146.175	146.775		R
CHARLOTTE	W4BFB	146.34	146.94		A
CHARLOTTE	W4CQ	146.46	147.06	N	A
CHARLOTTE	WB4KPF	147.615	147.015	N	PA
CHARLOTTE	WD4PLY	147.99	147.39		PA
COLUMBIA	K4ITL	144.61	145.21	N	C
CONCORD/KANNAP	K4CEB	146.055	146.655		A
CROWDERS MT	WD4PLY	144.85	145.45		
DUNN	WB4FXM	146.10	146.70		PA
DURHAM	WA4BFT	146.34	146.94	N	A
EDEN/MAYODAN	WA4ACP	147.84	147.24	N	
EDEN/STONEVILLE	WA4QBG	147.99	147.39		
ELIZABETH CITY	WA4VTX	146.46	147.06		A
ELIZABETHTOWN	N4DHW	146.175	146.775	N	
ERWIN	WR4ALY	146.43	147.03	N	
FAYETTEVILLE	N4EWG	146.205	146.805		
FAYETTEVILLE	WB4YZF	146.31	146.91		
FAYVLLE/FT BRAGG	W4LPL	147.93	147.33		
FISHERS PK/WS	W4HKB	144.87	145.47		P
FOREST CITY	W4TMT	146.07	146.67	N	A
FOREST CITY	WA4BKU	147.84	147.24	N	
FRANKLIN	W4GHZ	147.84	147.24		
FRNKLN/COWEE BLD	N4AC	144.89	145.49		
GAST/SPCR MT	W4REW	147.72	147.12		A
GASTONIA	K4ZFD	146.205	146.805	N	L
GOLDSBORO	K4CYP	146.25	146.85		A
GREEN MT	K4ITL	144.83	145.43		L
GREENSBORO	N4AZM	144.65	145.25	N	A
GREENSBORO	K4SNI	146.01	146.61		A
GREENSBORO	WA4MSS	146.16	146.76		
GREENSBORO	WD4IPZ	147.63	147.03		PA
GREENSBORO	W4BUZ	147.81	147.21	N	
GREENVILLE	WA4DAN	144.75	145.35		L
GREENVILLE	W4AMC	147.96	147.36		
GREENVL/ESTN NC	W4GDF	147.69	147.09		
GRIFTON	W4NBR	146.085	146.685		
HENDERSONVILLE	WB4YAO	146.04	146.64	N	L
HENDSVL/PINCK MT	WA4KNI	144.67	145.27		A
HENDSVL/STONY MT	WA4KNI	147.855	147.255		A
HICKORY/BRT. MT	WA4MDW	146.25	146.85	N	
HIGH POINT	N4XO	144.81	145.41	N	
HIGH POINT	WB4IKY	146.40	147.00		LA
HIGH POINT	WB4IKY	147.60	147.00		LA
HIGH POINT	KA4DHP	147.765	147.165		PA
HILLSBOROUGH	WA4WTX	147.825	147.225		A
HILLSVILLE	WD4BTS	147.975	147.375	N	A
HOPE MILLS	WB4TRW	146.445	147.045	N	
JACKSONVILLE	WD4FVO	146.40	147.00		PA
JACKSONVILLE	WR4ATW	147.90	147.30	N	
LAKE TOXAWAY	K4MSK	147.795	147.195		EA
LAURINBURG	K4QWK	146.025	146.625		A
LENOIR/HIBRITN	KN4K	147.93	147.33		
LEWISVILLE	N4GGK	144.61	145.21		PA
LEXINGTON	K4IZM	146.31	146.91		PA
LILLINGTON	WA4FKI	144.87	145.47	N	
LUMBERTON	WB4MDI	147.96	147.36		
MACO	WA4LED	147.66	147.06		
MADISON	KA4YFF	146.295	146.895		R
MAGGIE VALLEY	W4HCY	147.405	146.805		
MANTEO	K4UOR	146.34	146.94		PA
MARION/OLD FORT	KA4DEC	147.705	147.105		
MAYODAN	N4GWZ	144.55	145.15	N	C
MONROE	K4BGU	147.30	147.90	N	NB
MONROE/UCARS	K4JCK	147.705	147.105		A
MOORESVILLE	WB9GMO	144.75	145.35		AP
MORENTN/HI PK	WB4UDS	144.55	145.15	N	
MORGANTON	K4VLY	147.75	147.15		
MT AIRY	WA4ZAS	146.37	146.97		EA
MT AIRY-RTTY	WA4ZAS	146.34	146.94		R
MT AIRY/TRNR MT	KD4J	144.73	145.33		
MT MITCHELL	WA4BVW	144.59	145.19		
N. WILKESBORO	N4AGN	144.77	145.37		LPA
NAGS HEAD/BODIE	KE4PB	146.235	146.835	N	
NEW BERN	WD4JMS	146.01	146.61		A
NEWPORT	K4GRW	144.85	145.45		AL
OLD FORT	KA4ROZ	146.385	146.985	N	C
OXFORD	N4EKK	144.57	145.17		T
RALEIGH	N4BEA	144.67	145.27		PAL
RALEIGH	N4BEA	144.89	145.49		PA
RALEIGH	W4DW	146.04	146.64		A
RALEIGH	K4BWC	146.13	146.73		A
RALEIGH	K4ITL	146.28	146.88		
RALEIGH	K4ITL	147.75	147.15		PA
REIDSVILLE	K4YFT	146.25	146.85		
ROANOKE RAPIDS	K4PUV	147.63	147.03		
ROARING GAP	WB4PZA	146.22	146.82		
ROBBINSVILLE	WD4CNS	146.445	147.045		
ROCKINGHAM	WA4ULA	146.355	146.955	N	
ROCKY MOUNT	WB4WAA	147.72	147.12		A
SALISBURY	W4EXU	146.13	146.73		
SANFORD	WB4EJJ	147.78	147.18		A
SAURATOWN MT	N4HVQ	144.51	145.11		L
SAURATOWN MT	WB4IKY	146.19	146.79		A
SHELBY	WD4DJA	146.28	146.88	N	
SHELBY	WD4DJA	147.945	147.345		A
SMITHFIELD	KD4JQ	146.37	146.97		A
SMITHFIELD	W4MKL	147.99	147.39	N	PA
SPRING LAKE	WB4KDC	146.115	146.715	N	
STATESVILLE	AI4O	146.085	146.685		PA
STATSVL/ASBRY MT	WA4JRL	147.645	147.045		
SWANSBORO	KO4S	146.16	146.76		
THOMASVILLE	WD4LNW	147.435	146.835		A
TRENTON	K4ITL	144.71	145.31	N	C
TUCKASEGEE	W8OMV	147.90	147.30	N	
UNION CROSS	WA4RBW	147.915	147.315		
WADESBORO	WA4IAT	146.235	146.835	N	
WASHINGTON	WA4TEP	147.945	147.345	N	C
WAXHAW	WB4OOA	146.295	146.895	N	PA
WAXHAW	WA4ZRS	147.465	146.865		A
WAYNESVILLE	N4SM	147.87	147.27		PA
WHITEVILLE	K4MSD	147.81	147.21		
WILLIAMSTON	KA4KNU	144.81	145.41		
WILMINGTON	W4VNK	146.13	146.73		EA
WILMINGTON	K4GMP	146.22	146.82		EA
WILMINGTON	WD4HMA	147.78	147.18	N	C
WILSON	WB4THL	146.16	146.76		
WINSTON-SALEM	WA4GIC	146.04	146.64		A
YOUNGSVILLE	WD4AUI	146.445	147.045	N	

220 MHZ

ASHEVILLE	NC4N	223.00	224.60		
ASHVL/MT PISGAH	WA4BVW	222.34	223.94		
CHAPEL HILL	K2MZ	223.32	224.92	N	C
CHARLOTTE	KE4ZC	222.80	224.40		
CHARLOTTE	WB4KPF	223.08	224.68	N	LA
CHERRYVILLE	WB4UDS	223.36	224.96	N	
FAYETTEVILLE	W4EHF	222.42	224.02	N	
GIBSONVILLE	WB4IKY	223.22	224.82		R
GOLDSBORO	WD4OYO	223.36	224.96	N	
HICKORY	WA4MDW	222.42	224.02	N	

HIGH POINT	K4AZA	222.32	223.92	LPA
HILLSBOROUGH	WA4WTX	222.34	223.94	L
LENOIR/HIBRITN	KN4K	222.56	224.16	
LINWOOD	KA4HUV	222.38	223.98	N
LOCUST	WA4ZIA	222.40	224.00	PA
MORGANTON	WB4PML	223.20	224.80	N
MT MITCHELL	WA4BVW	222.94	224.54	
RALEIGH	WA4PEN	223.04	224.64	N
ROCKY MOUNT	KA4DAP	222.36	223.96	N
SALISBURY	W4EXU	223.16	224.76	
STATESVILLE	WA4PVI	222.70	224.30	N
WINSTON-SALEM	WA4YHH	223.04	224.64	N
WSTFLD/SAUTN MT	W4RXG	223.10	224.70	R
WSTFLD/SAUTN MT	W4RXG	223.28	224.88	

440 MHZ

AHOSKIE	WB4YNF	449.20	444.20	N C
ASHVL/MT PISGAH	WA4COS	449.90	444.90	N
CHAPEL HILL	K2MZ	448.875	443.875	N C
CHARLOTTE	W4BFB	449.60	444.60	
CHARLOTTE	W4CQ	449.85	444.85	N
FAYETTEVILLE	KB4ZW	449.40	444.40	
GREENSBORO	WB4HZI	449.90	444.90	N
GREENVILLE	AI4J	449.80	444.80	N
HIGH POINT	K4AZA	447.90	442.90	L
HILLSBOROUGH	WA4WTX	449.10	444.10	PA
LOCUST	WA4LBT	448.70	443.70	
MT MITCHELL	N4DWU	448.65	443.65	C
ROCKY MOUNT	N4JEH	449.70	444.70	C
WILKESBORO	KC4XE	448.55	443.55	L
WILMINGTON	KB4BR	449.70	444.70	C
WILSON	NE4J	449.90	444.90	N C

10 METERS

CHAPEL HILL	K2MZ	29.54	29.64	N C
WILKESBORO	KC4XE	29.52	29.62	L

6 METERS

CHARLOTTE	KE4ZC	52.03	53.03	
HENDERSONVILLE	WB4YAO	52.01	53.01	N NB
HENDERSONVILLE	WB4YAO	52.525	52.525	N RB
HICKORY	WA4MDW	52.47	53.47	N
NEWPORT	K4GRW	52.01	53.01	N P
ROANOKE RAPIDS	K4PUV	52.03	53.03	C
STATESVILLE	WA4WRS	52.67	53.67	N

SOUTH CAROLINA REPEATERS

2 METERS

AIKEN	N4ADM	147.885	147.285	
ANDERSON	N4SZ	146.37	146.97	PA
ANDSN/SASFRAS MT	W4FVV	146.19	146.79	
BAMBERG	WA4DFP	144.73	145.33	N
CAROWINDS	AA4SC	147.78	147.18	
CHARLESTON	WB4URP	144.65	145.25	N
CHARLESTON	K4ILT	146.16	146.76	N PA
CHARLESTON	W4IVE	146.19	146.79	N
CHARLESTON	K4LWS	147.90	147.30	A
CHARLSTN/LDSN	WB4LET	147.87	147.27	PA
CHELSEA	KB4GY	146.01	146.61	
CHERAW	KA4ABW	147.135	147.735	PA
COLUMBIA	K4AVU	146.28	146.88	
COLUMBIA	K4LNU	146.34	146.94	
COLUMBIA	K4LNU	147.96	147.36	PA
DILLON/PEE DEE	NN4N	146.145	146.745	EA
FLORENCE	W4ULH	145.01	PKET	
FLORENCE	W4ULH	146.25	146.85	A
FLORENCE	WA4ISM	146.37	146.97	PA
FT JACKSON	WB4OCB	146.16	146.76	
GASTON	WB4NEP	144.61	145.21	PA
GEORGETOWN	WD4DMI	147.975	147.375	N
GOOSE CREEK	WD4NUN	147.675	147.075	A
GOOSE CREEK	W4NAT	147.78	147.18	N
GREENVILLE	W4AZT	146.10	146.70	A
GREENVILLE	K4LEO	147.375	147.975	N NB
GREENWOOD	WB4UGA	147.765	147.165	N PA
GREENWOOD/HODGES	KB4YF	144.53	145.13	
GREER	W4IQQ	146.34	146.94	N
GRNVLE/CSRS HD	W4NYK	146.01	146.61	
GRNVLE/PARIS MT	W4NYK	146.22	146.82	PA
HILTON HEAD	KB4GY	147.84	147.24	P
INMAN	WD8OXE	144.87	145.47	
LANCASTER	W4PAX	146.10	146.70	
LANCASTER	WB4BGF	147.84	147.24	
LAURENS	KA4LBI	146.25	146.85	N A
LEXINGTON	WR4AGK	147.255	146.835	N NB
LEXINGTON	KA4FEC	147.99	147.39	
LITTLE MT.	K4AVU	147.81	147.21	
MARION	W4YLT	146.40	147.00	N EA
MT PLEASANT	K4ESG	146.385	146.985	
MYRTLE BEACH	WD4JMT	146.01	146.61	A
MYRTLE BEACH	WA4YGE	147.72	147.12	N
MYRTLE BEACH, N	WA4JYR	147.63	147.03	N PA
N. AUGUSTA	K4FKJ	146.13	146.73	
NEWBERRY	KB4CO	146.085	146.685	
ORANGEBURG	WR4AQY	147.69	147.09	N A
PICKENS	WB4YXZ	146.40	147.00	PA
PROSPERITY	WB4OCB	147.84	147.24	
RKY RDG/WALLACE	KA4ABW	144.89	145.49	
ROCK HILL	KA4RFA	144.71	145.31	N LPA
ROCK HILL	K4YTZ	146.325	146.925	PA
ROCK HILL	K4YTZ	146.43	147.03	PA
ROCKY SPUR	KS4I	147.885	147.285	
SENECA/LONG MT	WA4JRJ	147.87	147.27	N
SIMPSONVILLE	WA4LDP	146.13	146.73	
SIMPSONVILLE	WA4SDT	147.75	147.15	N R
SPARTANBURG	WD8OXE	147.69	147.09	PA
SUMTER	WS4P	146.04	146.64	
SUMTER	WA4UMU	147.615	147.015	A
SUMTER	W4VFR	147.66	147.06	N
WHITE HALL	W4BWZ	146.31	146.91	

220 MHZ

COLUMBIA	N4EOY	222.30	223.90	
COLUMBIA	N4EOY	223.30	224.90	
EASLEY/SASFRS MT	KJ4X	222.46	224.06	
PICKENS/CSRS HD	WB4QHF	222.54	224.14	PA

440 MHZ

CAESARS HEAD	WB4LZQ	448.875	443.875	N
COLUMBIA	KC4YI	449.10	444.10	
MT PLEASANT	N4DRU	449.70	444.70	
N. AUGUSTA	WB4OCB	449.15	444.15	
ROCK HILL	KA4RFA	449.75	444.75	N LPA
SUMMERVILLE	WA4HNK	443.80	448.80	N NB

6 METERS

COPE	N4HSN	52.05	53.05	
PICKENS	WB4YXY	52.41	53.41	C

VIRGINIA REPEATERS

2 METERS

ACCOMAC	WA4TVS	147.855	147.255	EA
ALEXANDRIA	N4FSC	144.71	145.31	M PA
ALEXANDRIA	WD4PDP	146.055	146.655	M PA
ALEXANDRIA	W4HFH	147.915	147.315	M L
ALTAVISTA	WA4ISI	146.055	146.655	PA
ARLINGTON	N4EFJ	144.87	145.47	M
ARLINGTON	WA4YVM	146.445	147.045	M T
BARREN SPRINGS	K4HZS	146.07	146.67	
BEDFORD	WB4JBJ	147.705	147.105	LR
BLACKSBURG	AB9I	146.115	146.715	
BLAND	N4AZJ	144.75	145.35	N L
BLUEFIELD	W8MOP	144.89	145.49	A
BLUEMONT/WINCH	WA4TSC	147.90	147.30	
BRISTOL	K4ILW	146.07	146.67	N A
BRISTOL	WDECYZ	146.28	146.88	N
BROMLEY MT	WR4ATJ	146.01	146.61	N
CHARLOTTESVILLE	WA4TFZ	146.16	146.76	
CHARLOTTESVILLE	WA4TFZ	146.325	146.925	
CHESAPEAKE	K4NDH	144.69	145.29	EA
CHESAPEAKE	N4GSP	146.01	146.61	
CHESAPEAKE	N4SD	146.19	146.79	A

CHESTER	WA4ECM	147.66	147.06	PA
CHESTERFIELD	KA4CBB	147.96	147.36	PA
CLIFTON FORGE	K4QEL	147.90	147.30	N
COVINGTON	WA4HTI	146.22	146.82	
CULPEPPER	N4FAF	147.72	147.12	M
DANVILLE	K4YZR	147.95	147.35	N NB
DANVILLE(DCC)	WB4GJG	146.325	146.925	
DANVILLE/WHT OAK	K4WQS	146.10	146.70	
DUBLIN	KT4Z	147.78	147.18	PA
DUFFLD/POWLL MT	KA4BHH	146.10	146.70	
FAIRFAX	W4LBL	146.19	146.79	M PA
FALLS CHURCH	W4AQD	144.75	145.35	M T
FARMVILLE	WB4NWP	146.31	146.91	N A
FINCASTLE	W4WIC	146.04	146.64	
FOREST	K4STE	146.16	146.76	A
FRANKLIN	K4SPS	147.90	147.30	N PA
FREDRICKSBURG	WB4LNT	147.615	147.015	
FRIES	WA4DFH	147.735	147.135	A
GALAX	WA4ZIV	144.79	145.39	N
GALAX/BRIRP MT	N4VL	147.69	147.09	
GALAX/LKOUT MT	N4VL	144.53	145.13	
GATE CITY	WD4GTA	147.945	147.345	N
GRUNDY	K4HWQ	147.92	147.32	N ANB
GUM SPRING	KB4GX	147.87	147.27	
HAMPTON	K4UMI	145.23	PKET	N
HAMPTON	K4DHO	146.13	146.73	
HAMPTON	K4UMI	146.34	146.94	N T
HAYSI	WB4WAU	147.60	147.00	
HAZEL MT	WD4CYZ	146.235	146.835	N
HILLSVILLE	WD4BTJ	147.975	147.375	A
JONESVILLE	WA4OVC	146.31	146.91	
LEXINGTON	WA4WBD	146.07	146.67	A
LEXNGTN/COLE MT	K4PQD	147.93	147.33	N
LYNCHBURG	W4WWQ	146.01	146.61	
LYNCHBURG	AB4M	147.43	144.93	NB
LYNCHBURG	WA4RTS	147.795	147.195	
LYNCHBURG	W4OSH	147.975	147.375	N PA
MADISON	N4AJO	147.99	147.39	M
MANASSAS	WD4JCE	144.67	145.27	M R
MANASSAS	WA4FPM	146.37	146.97	PA
MARION	N4BIW	146.04	146.64	
MARTINSVILLE	AB4L	147.885	147.285	
MCLEAN	WD4IWG	147.81	147.21	M R
MT. LK/BALD KNB	K4TUE	146.31	146.91	
NEW MARKET	WB4DAK	146.025	146.625	
NEWPORT NEWS	WB4CTF	147.765	147.165	PA
NEWPORT NEWS	WA4OHX	147.975	147.375	PA
NORFOLK	NE4D	146.10	146.70	
PETERSBURG	N4KAF	147.78	147.18	
PETERSBURG	K4ARO	147.84	147.24	TPA
PETERSBURG	K4ARO	147.99	147.39	
PORTSMOUTH	N4PR	146.25	146.85	
RADFORD	KC4WA	147.645	147.045	
RICHMOND	K4YPE	144.51	145.11	N
RICHMOND	W4SQT	144.83	145.43	
RICHMOND	WB4QEY	146.04	146.64	PA
RICHMOND	WA4ZBE	146.28	146.88	PA
RICHMOND	W4ZA	146.34	146.94	T
RICHMOND	WA4JST	146.43	147.03	N
RICHMOND	N4HB	147.735	147.135	
ROANOKE	WB4QET	146.34	146.94	A
ROANOKE/POOR MT	WB4QOJ	146.145	146.745	LPA
ROANOKE/POOR MT	W4CA	146.385	146.985	
SALEM	W4PDL	146.28	146.88	N
SOUTH BOSTON	WD4LBM	146.46	147.06	
STAUNTON	W4XD	146.10	146.70	
STAUNTON	WA4ZBP	146.25	146.85	
STAUNTON	W4WRN	146.37	146.97	EA
STAUNTON/EL. KB	W4WRN	147.645	147.045	

CVRA REPEATER SYMBOLS

Unmarked in First Code column-Full CVRA Members

N	NON Member CVRA	RB	Remote Base System
NB	Not On Band Plan Freq.	T	Tone Access Repeater
M	T-MARC Repeater	L	Linked Repeater
A	Open Autopatch	R	Radioteletype Rptr.
PA	Private Autopatch	V	Television (SS or ATV)
EA	Emerg. Autopatch	P	Proposed Repeater
		C	Under Construction
		O	Off Air Temporarily

STERLING	WA4TXE	146.115	146.715	M
SUFFOLK	WR4AKS	146.40	147.00	N PA
TAZEWELL	WD4DZE	147.75	147.15	N
TYSONS CORNER	WB4FMD	146.31	146.91	M PA
VIENNA	K4HTA	146.085	146.685	M
VIRGINIA BEACH	WA4KXV	146.37	146.97	PA
VIRGINIA BEACH	WA4SBC	147.645	147.045	N
WARRENTON	WB4FJT	147.765	147.165	M
WARSAW	WA4UAF	147.93	147.33	
WAYNESBORO	W4BLD	147.63	147.03	
WAYNSBR/AFTON MT	W4PNT	147.675	147.075	
WILLIAMSBURG	W4NTG	146.07	146.67	
WINCHESTER	W4RKC	146.22	146.82	
WISE/HIGH KNOB	K4AXO	147.81	147.21	
WOODBRIDGE	WB4FQR	147.84	147.24	M A
WYTHEVILLE	WA4EMS	146.175	146.775	
YORKTOWN	WD4SDC	147.825	147.225	N

220 MHZ

ALEXANDRIA	WA4CCF	223.22	224.82	M L
DAN/WHT OAK	K4OAK	223.16	224.76	N
FAIRFAX	WB4YHD	222.50	224.10	M L
FALLS CHURCH	N4CHP	223.38	224.98	M PA
FRIES	WA4DFH	222.74	224.34	N
PETERSBURG	K4ARO	222.40	224.00	
ROANOKE/POOR MTN	WB4DBB	223.34	224.94	

440 MHZ

ALBERTA	K4ARO	449.55	444.55	L
ALEXANDRIA	WR4AAG	439.25	426.27	M V
ALEXANDRIA	W4HFH	449.60	444.60	M
BLUEMONT/WINCH	WA4TSC	444.925	449.925	NB
CHARLOTTESVILLE	WA4TFZ	449.25	444.25	
COVINGTON	WA4HTI	447.25	442.25	
FALLS CHURCH	WB8CRK	449.45	444.45	M L
FINCASTLE	W4WIC	448.75	443.75	
HAMPTON	K4UMI	448.65	443.65	N
LEXNGTN/COLE MT	K4PQD	449.15	444.15	N
LYNCHBURG	WB4DBB	449.35	444.35	L
LYNCHBURG	K4HEX	449.50	444.50	N RB
MANASSAS	WD4JCE	444.225	449.225	M L
MANASSAS	WB3EAQ	448.30	443.80	M
NORFOLK	W4WIN	439.25	426.25	V
NORTHWEST/SE VA	KR4K	448.80	443.80	N
PETERSBURG	K4ARO	449.40	444.40	
PETERSBURG	K4ARO	449.85	444.85	
RICHMOND	N4HB	449.00	444.00	
RICHMOND	K4ARO	449.65	444.65	
ROANOKE	WR4AFE	447.75	442.75	N
ROANOKE/POOR MT	W4CA	447.50	442.50	
SALUDA	WA4UAF	448.90	443.90	N
SPRINGFIELD	AA4VA	449.15	444.15	M
TYSONS CORNER	WB6GUS	448.50	443.50	M
TYSONS CORNER	K4JYF	449.75	444.75	M
VIRGINIA BEACH	WA4KXV	449.95	444.95	
WAYNESBORO	W4BLD	449.30	444.30	PA
WAYNSBR/AFTON MT	W4BLD	449.05	444.05	
WILLIAMSBURG	W4NTG	448.95	443.95	M
WINCHESTER	W3CSG	447.00	442.00	M
WOODBRIDGE	WB4FQR	444.90	449.90	M

6 METERS

ABINGTON	WR4ATJ	52.01	53.01	M L
ALEXANDRIA	WA4CCF	52.13	53.13	M L
DANVILLE(DCC)	WB4GJG	52.13	53.13	
FAIRFAX	KA4DCS	52.58	52.48	M NB
LEXNGTN/COLE MT	K4PQD	52.01	53.01	N L
NORTN/HIGH KB	K4LSP	52.01	53.01	N
RICHMOND	KA4NNN	52.43	53.43	N
RIDGEWAY	KE4FJ	52.25	53.25	
ROANOKE/POOR MT	WB4DBB	52.15	53.15	

10 METERS

STERLING	KD4DN	29.58	29.68	M P

TENNESSEE REPEATERS

2 METERS

ALAMO	WB4EDS	147.135	147.735		B
ALTAMONT	WR4AWN	146.37	146.97	N	
ATHENS	WB4GRC	144.71	145.31	N	
BENTON	K4SIR	144.85	145.45	N	
BESSEMER(ALA)	N4AHN	144.55	145.15		NBL
BIRMINGHAM(ALA)	WD4BXA	147.285	147.885		A
BLOUNTVILLE	WA4KMG	147.60	147.00	N	
BRISTOL	K4ILW	146.07	146.67		A
BRISTOL	WD4CYZ	146.28	146.88	N	
BRISTOL/HLSTN MT	WR4ADO	146.16	146.76	N	
BROWNSVILLE	WA4ABU	146.655	146.055	N	NB
CENTERVILLE	WB4PZB	147.915	147.315	N	
CHATT/SIGNAL MT	WA4ZOK	147.60	147.00		PA
CHATTANOOGA	K4VCM	144.69	145.29		
CHATTANOOGA	W4AM	144.73	145.33	N	
CHATTANOOGA	KB4TZ	144.79	145.39		A
CHATTANOOGA	K4CMY	146.01	146.61		
CHATTANOOGA	AD4F	146.10	146.70		
CHATTANOOGA	W4DSK	146.19	146.79		A
CHATTANOOGA-RTTY	K4CMY	144.53	145.13	N	
CLARKSVILLE	W4AM	147.60	147.00	N	
CLEVELAND	WD4DES	147.78	147.18		
COLUMBIA	WR4AIX	147.72	147.12	N	
COOKEVILLE	WA4UCE	146.07	146.67	N	A
COOKEVILLE	N4WS	147.81	147.21		
COVINGTON	WA4VXW	147.93	147.33	N	
CROSSVILLE	KE4RX	146.04	146.64	N	
CROSSVILLE	W4CV	147.93	147.33	N	
DAYTON/RHEA CTY	K4ZLA	147.99	147.39	N	
DECATUR-PONE KB	W4RJC	144.55	145.15		
DYERSBURG	AA4HF	146.145	146.745	N	
FAYETTEVILLE	KO4G	146.265	146.865	N	
FAYETTEVILLE	W4NIQ	147.63	147.03	N	
FISHERVILLE	N4DRL	144.65	145.25		A
FRANKLIN	WB4HCK	144.55	145.15	N	RB
FRAYSER	W4UFT	146.10	146.70	N	
FRAYSER	W4ZJM	146.43	147.03	N	
GALLATIN	W4NIT	147.84	147.24	N	PA
GALLATIN	WA4YQC	147.87	147.27		PA
GALLATIN	WB4DLQ	147.99	147.39	N	
GREENEVILLE	N4TV	144.65	145.25		
GREENEVILLE	WB4TUO	144.81	145.41		
GREENEVILLE	WA4LYF	147.66	147.06		A
GTLBG/COVE MTN	WA4KJH	146.25	146.85		L
HENDERSONVILLE	WB4WZK	146.115	146.715		
HENDERSONVILLE	WD4FFM	147.945	147.345	N	
JACKSON	KF4SC	144.71	145.31	N	
JACKSON	W4WKZ	147.81	147.21	N	
JASPER	KD4XX	144.59	145.19		
JOHNSON CITY	WB4SQC	144.69	145.29		EA
JOHNSON CITY	WB4EHK	146.19	146.79		
JOHNSON CITY	KE4FH	147.87	147.27		A
KNGSPT/BAYS MT	W4TRC	146.37	146.97		A
KNOXVILLE	WB4JSD	144.51	145.11		R
KNOXVILLE	K4KFD	144.61	145.21	N	A
KNOXVILLE	WA4TEM	144.73	145.33		A
KNOXVILLE	WA4GZE	144.77	145.37		
KNOXVILLE	WB4GBI	144.83	145.43		
KNOXVILLE	WB4IOB	146.13	146.73		
KNOXVILLE	K4HXD	146.34	146.94		
KNOXVILLE	K4HXD	147.675	147.075		A
KNOXVILLE	W4BBB	147.90	147.30		
KNOXVILLE	WB4HAP	147.96	147.36		
KNXVL/HOUSE MT	WB4GBI	144.87	145.47		
LAFOLLETTE	KF4OK	144.53	145.13		
LAFOLLETTE/WMT	W4TZG	146.07	146.67		
LAKE CITY	WB4OAH	146.22	146.82	N	
LEBANON	KE4VZ	146.13	146.73		PA
LENOIR CITY	KE4SK	144.57	145.17		
LEXINGTON	WB4LGH	146.43	147.03	N	
MADISON	WB4NTM	146.04	146.64		EA
MANCHESTER	W4FOT	146.10	146.70	N	A
MARTIN	WA4ZQX	146.625	146.025		NB
MCMINNVILLE	WA4CPJ	144.63	145.23	N	A
MCMINVL/SHT MT	W4KKO	144.89	145.49		
MEDINA	K4BEZ	146.37	146.97	N	A
MEMPHIS	WA4VIP	144.81	145.41	N	
MEMPHIS	WA4KOG	144.89	145.49	N	
MEMPHIS	WB4MQD	145.33	PKET	N	
MEMPHIS	W4GYS	146.04	146.64	N	
MEMPHIS	WR4AOG	146.10	146.70	N	R
MEMPHIS	KA4JXT	146.13	146.73	N	
MEMPHIS	WR4ABS	146.19	147.51	N	NB
MEMPHIS	W4BS	146.22	146.82	N	
MEMPHIS	WA4KOG	146.25	146.85	N	A
MEMPHIS	WA4ETE	146.28	146.88	N	A
MEMPHIS	K4BN	146.34	146.94	N	A
MEMPHIS	K4FZJ	146.40	147.00	N	
MEMPHIS	WA4MQQ	146.46	147.06	N	
MEMPHIS	W4ZJM	147.63	147.03	N	L
MEMPHIS	WR4AWT	147.69	147.09	N	
MEMPHIS	WB4DAZ	147.72	147.12	N	AT
MEMPHIS	WA5KUB	147.75	147.15	N	
MEMPHIS	WA4KOG	147.78	147.18	N	
MEMPHIS	WD4APK	147.84	147.24	N	
MEMPHIS	WR4AZC	147.87	147.27	N	
MEMPHIS	WA4ADT	147.90	147.30	N	
MEMPHIS	WB4MMI	147.96	147.36	N	
MEMPHIS	WR4ASR	147.99	147.39	N	
MIDDLEBRO(KY/TN)	W4PPM	144.63	145.23	N	
MORRISTOWN	WD4RTT	147.63	147.03		EA
MORRISTOWN	WB4OAH	147.825	147.225	N	
MOUNTAIN CITY	WD4OMO	144.87	145.47	N	
MT. JULIET	WB4DOR	144.79	145.39	N	
MURFREESBORO	WB4LHO	144.57	145.17		PA
NASHVILLE S.	WB4NTM	147.96	147.36		R
NASHVILLE S.W.	WB4NTM	146.07	146.67		EA
NASHVILLE	N4AJS	144.65	145.25		
NASHVILLE	KA4KNG	144.75	145.35	N	
NASHVILLE	WB4HTX	144.83	145.43		PA
NASHVILLE	N4ARK	144.87	145.47	N	
NASHVILLE	WA4PCD	146.01	146.61		PA
NASHVILLE	WB4QES	146.16	146.76	N	
NASHVILLE	W4SQE	146.19	146.79		
NASHVILLE	N4TK	146.25	146.85		PA
NASHVILLE	WB4QES	146.28	146.88	N	
NASHVILLE	WA4PCD	146.34	146.94		
NASHVILLE	AF4K	147.615	147.015	N	
NASHVILLE	WD4FFM	147.705	147.105	N	
NASHVILLE	WA4PCD	147.75	147.15		
NASHVILLE	WA4PCD	147.78	147.18		
NASHVILLE	WB4ZSA	147.90	147.30		PA
NASHVILLE	N4AJS	147.93	147.33		
OAK RIDGE	W4SKH	146.28	146.88	N	
OAK RIDGE	W4SKH	146.37	146.97	N	A
OAK RIDGE	K4EAJ	147.72	147.12		L
OAK RIDGE	K4EAJ	147.75	147.15		R
PARIS	K4KLX	147.96	147.36		A
PULASKI	KA4CCL	146.775	146.175	N	NB
SAVANNAH	WB4DQU	146.31	146.91	N	
SEVIERVILLE	N4CJX	144.67	145.27		EAC
SHELBYVILLE	W4QEB	147.66	147.06		A
SHORT MTN	W4YXA	146.31	146.91		EA
SPARTA/BON AIR	W4BSA	147.69	147.09		A
STANTONVILLE	KA4OHC	144.79	145.39	N	
UNION CITY	WA4YGM	146.10	146.70	N	
WAVERLY	NO4Q	146.685	146.085	N	NB
WINCHESTER	WR4AFH	146.22	146.82	N	

220 MHZ

CHATT/SIGNAL MT	WA4ZOK	223.30	224.90		
CHATTANOOGA	K4VCM	223.18	224.78		A
CLARKSVILLE	KF4GP	222.34	223.94	N	
FRANKLIN	WD4SGS	222.54	224.14	N	
GALLATIN	WB4ZSA	222.38	223.98		PA
GREENEVILLE	WB4NKM	223.34	224.94		A
HERMITAGE	WB4RAB	222.30	223.90		
KNOXVILLE	WA4YON	222.86	224.46		
KNOXVILLE	W4BBB	222.90	224.50		
KNOXVILLE	KB4CTS	223.22	224.82	N	C
MEMPHIS	W4ZJM	222.34	223.94	N	L
NASHVILLE	N4TB	222.42	224.02	N	
NASHVILLE	WR4	222.48	224.08	N	
NASHVILLE	N4AWB	222.62	224.22	N	

440 MHZ

ALAMO	WB4EDS	448.75	443.75	N	L
CHATT/SIGNAL MT	WA4ZOK	439.25	427.25		V
CHATTANOOGA	WA4NFO	449.10	444.10		
FISHERVILLE	N4DDS	449.30	444.30	N	A
FRANKLIN	WB4EPG	447.80	442.80	N	
GALLATIN	WD4BKY	449.35	444.35		
GALLATIN	WD4KWP	449.45	444.45		PA
GATLBG/COVE MT	WA4KJH	448.30	443.30		L
GREENEVILLE	WB4NKM	449.65	444.65		
HOOVER(ALA)	K4FUM	449.30	444.30		NBA
KNOXVILLE	WB4HAP	447.50	442.50		
KNOXVILLE	K4HXD	449.30	444.30		
KNOXVILLE	K84NK	449.60	444.60		
KNXVLE/HOUSE MT	WB4GBI	449.70	444.70		
MEDINA	K4BEZ	447.05	442.05	N	AL
MEMPHIS	WA4KOG	444.40	449.40	N	NB
MEMPHIS	WA4QWW	447.80	442.80	N	
MEMPHIS	W4ZJM	448.00	443.00	N	
MEMPHIS	WA4DOA	448.40	443.40	N	A
MEMPHIS	KA4JKT	449.50	444.50	N	A
MEMPHIS	WD4APK	449.80	444.80	N	
MILAN	WD4ABJ	447.10	442.10		
MORRISTOWN	KA4NEX	449.20	444.20	N	
NASHVILLE	WA4PCD	449.55	444.55		
NASHVILLE	WA4PCD	449.675	444.675		
NASHVILLE	N4TK	449.775	444.775	N	
NASHVILLE	WB4THG	449.875	444.875	N	
NASHVILLE	WB4QES	449.975	444.975	N	
OAK RIDGE	K4EAJ	449.40	444.40		L
PARIS/GROVE HL	WA4WKS	448.50	443.50		

10-METERS

MEMPHIS	W4ZJM	29.52	29.62	N	

6 METERS

CHATTANOOGA	WB4LRD	52.01	53.01		
KNOXVILLE	WB4IOB	52.15	53.15		A
KNOXVILLE	WA4YON	52.25	53.25		L
KNOXVILLE	WB4GBI	52.35	53.35		C
KNOXVILLE	K4HXD	52.76	52.525		NB
MEMPHIS	WA4KOG	52.01	53.01	N	

WEST VIRGINIA REPEATERS

2 METERS

ALDERSON	WA8AVZ	146.13	146.73	N	
BECKLEY	KC8FW	144.77	145.37	N	LA
BKLY/FLAT TOP MT	K8BO	146.25	146.85		A
BLUEFIELD	W8MOP	144.89	145.49		A
BOLT MT	KD8X	144.57	145.17	N	L
BRIDGEPORT	K8VNQ	147.72	147.12		EAL
BUCKHANNON	K8WYH	146.25	146.85	N	
CHARLESTON	W8WHQ	144.83	145.43		
CHARLESTON	WB8IFS	146.22	146.82	N	
CHARLESTON	WB8CQV	146.28	146.88	N	
CLARKSBURG	WB8ZVS	146.22	146.82		
CLARKSBURG	WB8DTM	146.50	52.525	N	NB
DUNBAR	K8VKI	147.72	147.12		EA
FAIRMONT	W8SP	146.31	146.91		
FRANKLIN	W3RUA	147.945	147.345		
GRAFTON	K8VNQ	147.975	147.375		L
HUNTINGTON	WB8FEQ	144.61	145.21	N	P
HUNTINGTON	WB8EZR	146.04	146.64		
HUNTINGTON	W8VA	146.16	146.76		A
HUNTINGTON	KA8BKX	147.90	147.30	N	
KINGSTON/LICK KB	W8FG	144.87	145.47		
LAYLAND/MANN MT	N8BZS	144.71	145.31	N	L
LEON	WB8NMT	147.78	147.18	N	
LIBERTY	K8SLI	144.81	145.41	N	P
LOGAN	WD8KWC	144.63	145.23	N	
LOGAN	WA8ZLR	146.09	147.11	N	ONB
LOGAN	WD8DRV	146.37	146.97		
MADISON	KA8JYR	146.06	147.06	N	NB
MARMET/BEE MT	N8DBN	144.55	145.15	N	
MARTINSBURG	WA8FSE	144.55	145.15	M	
MARTINSBURG	WB8VAZ	147.855	147.255	M	
MCMECHEN	WA8ULB	146.31	146.91		
MCMECHEN	N8CFX	147.75	147.15		
MONTGOMERY	WB8VUY	147.99	147.39	N	
MORGANTOWN	K8LG	144.83	145.43	N	L
MORGANTOWN	W8CUL	146.16	146.76		LPA
MULLENS	KC8IT	147.63	147.03		LA
NEW MARTINSVLLE	WB8CSW	146.34	146.94	N	
OAK HILL	W8GH	146.19	146.79		EA
PARKERSBURG	WA8CRW	146.37	146.97		PA
PARKERSBURG	WD8AXY	147.99	147.39		
PARSONS	K8VNQ	144.73	145.33		EAL
POINT PLEASANT	W8KNM	147.66	147.06	N	
PRINCETON	KA8PNC	146.46	147.06		A
RAVENSWOOD	WD8JNU	146.07	146.67		
RAVENSWOOD	WD8JNU	146.10	146.70		R
RICHWOOD	K8VKB	146.34	146.94		
RIPLEY	K8SNW	146.31	146.91	N	P
SALT ROCK	WD8MCR	144.51	145.11	N	
SCOTT DEPOT	K8SLI	147.87	147.27	N	A
SPENCER	KA8AUW	146.01	146.61	N	
ST ALBANS	WB8GDY	146.40	147.00		
ST ALBANS	K8BCH	147.975	147.375		R
ST ALBANS/COAL	WB8KAD	146.12	146.72		PA
ST ALBANS/COAL	WB8OEC	147.75	147.15	N	
ST MARYS/BENS R	WB8ECC	147.63	147.03	N	L
TERRA ALTA	WB8PHU	147.60	147.00		PA
WEIRTON	KC8JN	146.34	146.94		A
WELCH	WB8SXZ	144.85	145.45	N	
WESTON	W8PZT	144.79	145.39	N	
WHEELING	W8YFX	144.59	145.19		
WHEELING	W8JDH	146.16	146.76	N	

220 MHZ

HUNTINGTON	KA8BKX	222.54	224.14	N	
KINGSTON/LICK KB	W8FG	223.14	224.74	N	

440 MHZ

BECKLEY/EOC	N8FRV	449.80	444.80	N	
MORGANTOWN	K8LG	449.70	444.70	N	L
MORGANTOWN	W8CUL	449.80	444.80		PA

6 METERS

ST MARYS/BENS R	WD8RET	52.17	53.17	N	L

GEORGIA REPEATERS

NOTE: Only Full Member Repeaters in Georgia are listed

2-METERS

ATHENS	WA4BKF	147.225	147.825	NB
ATHENS	K4TQU	147.375	147.975	NB
ATLANTA/BELL	W4PME	144.81	145.41	
ATLANTA/GA TECH	W4AQL	144.55	145.15	
AUGUSTA	K4VF	146.34	146.94	
AUGUSTA	W4ALK	147.72	147.12	A
AUGUSTA	N4BMA	147.78	147.18	R
AUGUSTA	W4LWT	147.915	147.315	
DALTON	K4WNG	144.63	145.23	
DALTON	N4BZJ	144.65	145.25	
DALTON	KC4TT	147.315	147.915	NB
DALTON	N4BZJ	147.735	147.135	
DALTON	KE4LN	147.81	147.21	
DECATUR	W4VTA	144.51	145.11	EA
DECATUR	N4AQV	146.205	146.805	
GAINESVILLE	W4NSO	146.07	146.67	A
GRIFFIN	WB4GWA	144.79	145.39	PA
HARTWELL	KY4T	146.895	146.295	ANB
MARTINEZ	N4JA	144.77	145.37	C
NEWNAN	K4SEX	144.53	145.13	PA
NEWNAN	K4SEX	146.19	146.79	
SAVANNAH	W4HBB	146.28	146.88	
SAVANNAH	W4HBB	146.37	146.97	A
TOCCOA	KA4DIP	147.93	147.33	PA
WRENS	N4JA	144.77	145.37	P
ATLANTA	KE4IO	29.52	29.62	
ATLANTA	K4LDR	449.15	444.15	

EAST KENTUCKY REPEATERS

DAMRON MTN*	K4BGQ	147.87	146.27	
LOUISA*	WA4SWF	146.13	146.73	
LYNCH/BLACK MT*	N4IZD	147.945	147.345	
PIKEVILLE*	N4ETG	146.19	146.79	
PIKEVILLE*	N4IXA	146.25	146.85	A
PRESTONSBURG*	K4ICN	144.69	145.29	
LYNCH/BLACK MT*	N4IZD	448.10	443.10	

UPDATES - CORRECTIONS - BULLETINS

From Joe, MD-015: Building Dept. of Orange County is 155.055 MHz; the Orange County Civil Defense is on 155.280 MHz. The Orange County Sheriff is operating on the following assignments... F1 460.025 MHz Administration; F2 460.125 MHz West Dispatch; F3 460.175 MHz TAC; F4 460.275 MHz East Dispatch; F5 460.475 MHz Detectives; 154.950 MHz used as Mutual Aid. Joe also says Q-105 Van is 161.640 MHz; Richmond REACT is 462.675 MHz. Joe says that REACT operates on 462.575 MHz, 462.625 MHz, 462.650 MHz, 462.675 MHz, 462.700 MHz.

Here are some more confirmed REACT frequencies from Joe:

462.575 MHz	Dade County FL React (KAA-9030)
462.675 MHz	Daytona Beach FL React (KAC-2873)
462.675 MHz	Alachua County FL React (KAB-6913)
462.675 MHz	Central Pinellas County FL React (KAC-7347)
462.675 MHz	Blue Ridge (Lynchburg) VA React (KAC-5999)
462.675 MHz	Roanoke VA React (KAB-4688)
462.675 MHz	Columbia SC React (KAB-0251)
462.675 MHz	Washington DC/Northern VA/Maryland React (KAB-3548)
462.625 MHz	Prince George County MD React (KAD-5538)
462.600 MHz	Baltimore (heard in VA) React
462.600 MHz	Fairfax VA React (KAC-7185)

From Ken, FL-025: The repeater channels for Florida Dept. of Law Enforcement, confirmed for the South Florida area... 45.460 MHz Base / 45.380 MHz mobiles and 45.820 MHz Base / 45.180 MHz mobiles. The FDLE also uses 45.340 MHz as simplex. The Ft. Lauderdale area frequencies for Florida Marine Patrol are 45.000 MHz Base / 44.900 MHz mobiles and 44.800 MHz simplex. Ken says that he hears a carrier on 39.160 MHz, which is used as the State Civil Defense channel in his area. He also lists the following 10-98 codes used by the cars when working Broward County Sheriff's Dispatch or Broward CDC:

10-98 Codes:

A.	Written Report Taken
B.	No Written Report (Gone on Arrival / Unfounded)
C.	Alarm, Building Secure, Owner Contacted
D.	Alarm, Building Secure, Unable to Contact Owner
E.	Civil Matter
F.	Traffic Accident Investigation
G.	Off Duty to Assist Citizen
H.	Assisted Another Agency
I.	Capais Arrest

From Scott, FL-033: The frequency of the Broward County Animal Control dispatcher is 158.775 MHz. This frequency is also used by the County Parks Dept.

Mark, ID-012 who holds amateur radio license N7DYS says that he would be interested in an HF Net devoted to RCMA and monitoring! Anyone else out there a ham and want to get something going on this??

FROM THE CAPTAIN'S DESK

We received a copy of the book MONITOR AMERICA by SMB Publishing and Richard Prelinger this month. We found the information in the book most interesting and helpful, and as far as the area of Public Safety Southeast (RCMA) is concerned, up to date and correct. This book should be most helpful to those who travel and monitor while doing so. It is an excellent handbook for monitoring buffs, and very well done. It is nice to have all of the states in one volume and find the data correct and complete! Nice publication!

I see from some advertisements that the first real 800 MHz scanner is on the market now. Regency has finally come out with their MX-4000 and the HX-2000. If you buy one of these units, please send in your field use comments to Steve in Tech Topics! I see also that Regency is still trying for June with the wide coverage MX-7000. I hope they make it this time, as this scanner has been delayed long enough!

In the Southeast area we now have 45 Florida members, 28 Georgia members, 7 South Carolina members, 21 North Carolina members, 34 Virginia members and 1 West Virginia member. I thought you might find this information interesting.

I hope you found the complete amateur repeater listing of interest. Instead of breaking the data down into several months, we have devoted the complete space this month to this very complete listing. Amateur radio provides quite a contribution to public safety, and by monitoring the frequencies in your area, you will know more about what is taking place!

Please continue to send in your contributions, as this article is a result of your efforts each month. We wish to thank the Editor and Publisher of the REPEATER JOURNAL, Wayne Williams, and the CVRA, Southeastern Repeater Association, Inc. for allowing us to reprint the computer listing of Amateur Repeaters. The REPEATER JOURNAL is published four times a year and is available by subscription to those interested in keeping up to date on the amateur repeater activity in the southeast (except FL). Subscriptions are $4.00 per year, and should be addressed to REPEATER JOURNAL, Post Office Box 5655, Greensboro, NC 27435.

PUBLIC SAFETY — SOUTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas:

Ken Pehl, 108 E. Centre St., Fredericksburg, Texas 78624.

This being the March column I suppose one should say Happy Saint Paddy's day to all the Irish amongst the readers. Last month's column was extremely short - hopefully this one will make up for it.

I just received both the Dec and Jan issues within 10 days of each other, and I read with interest the comments made concerning the publishing delay time from input to the final published version. I can understand some of the viewpoints; however, bear in mind that all major magazines have the same type of schedule. If anyone would know of "a better mousetrap", surely these commercial concerns would have known and implemented a better idea by now, if such is possible. But if anyone out there has "a better mousetrap", so to speak, please do tell us. I think <u>everyone</u> would love to have their monthly news as fresh as possible, including your editors!

First up this month, we are blessed with not one but <u>two</u> pieces of monitoring news for the state of Oklahoma; one provided by Terry, TX-95, who visited the Sooner state recently, the other forwarded by the PS-Calif. editor to whom it was passed to originally. This represents the first Oklahoma area information in this col in a <u>long</u> time and only the second OK info that has come forth that I can remember in my <u>entire</u> tenure as editor. So come on OK members, don't let other "out of state" members steal your thunder. I would like to hear direct from at least one of the 9 members living in the "OK" state.

From TERRY (TX-95): Terry wrote a very nice letter reporting his observations while traveling thru Oklahoma. Terry's letter follows:

> Here are my meagre offerings from my trip to Oklahoma.
>
> Before leaving for OKC (in which I stayed one night), I went looking for system information in back issues of the RCMA Newsletter and consulted the 1984 Police Call. Not much in either!
>
> So I had to improvise. During two or so hours, I noted the addresses of all calls dispatched by the PD. Then I plotted them out on an OKC map. Admittedly, a tentative method, but with a few exceptions, the calls fell into definite patterns.
>
> Notes on the PD frequencies monitored are as follows:

158.730	Plotted calls indicate <u>Southwest District</u>.
158.790	<u>Listed</u> as Central in PC; plotted calls inconclusive, but distribution did indicate "central city" district a possibility.
158.925	Listed as Tac in PC; activity heard, but not able to confirm if PD tactical in nature.
158.970	Listed as North in PC; plotted calls indicate <u>North District</u>.
159.030	Plotted calls indicate <u>Southeast District</u>.
159.090	<u>PC lists</u> as Info; little traffic noted, but seems to be used as <u>info</u> channel.
453.550	<u>PC lists</u> as licensed to OKC PD; license checks heard.

> Police Call lists several other frequencies which may be used by the OKC PD, but there wasn't time to do more than check them once or twice; nothing was heard.

I checked all the OKC FD frequencies listed in PC with the following results:

453.300	CW IDs heard; no traffic.
453.350	Listed as Fireground in PC; CW IDs heard; no traffic.
453.150	Listed as Dispatch in PC; no activity heard.
453.600	Listed in PC as Dispatch; apparently primary dispatch channel, based on amount of traffic heard.

Oklahoma City's EMS dispatch channel appears to be 462.950; no activity was heard on 462.975. I don't know who the dispatching agency is for EMS calls.

The Oklahoma County SD uses 460.350 and may also use the other channels listed in PC, but no traffic was heard on any but the former.

No Oklahoma State Police activity was heard on 44.700 while I was traveling in Oklahoma. In OKC, perhaps they use a metro channel. They may also be going to VHF high-band.

I am pleased to say that the OKC NWS station was right where it was supposed to be on 162.400!!!!

I hope that this information will cause some of RCMA's OKC members to take the time at least to correct this list, and hopefully to fully describe the systems I've talked about. If that doesn't happen, I'll be back in Oklahoma in mid-summer and will try to do more extensive monitoring then.

Best wishes,

Terry

Terry Colgan
RCMA TX-095

Terry, there was nothing meager about your input! In this game everything is monumental! I certainly appreciate your taking the time from your busy schedule to research monitoring data and for dropping us a line, and I am sure other PS-So Central readers appreciate your efforts as well.

From KEITH (CALA-003):
(forwarded via Mike, PS-Calif. editor -- tnx Mike!)

NORTHEAST OKLAHOMA RADIO CHANNELS

Police				
Grove	155.520	155.490 (ch1)	155.670	155.760
Jay	155.520	155.490		
Miami	155.760	154.755		
Vinita	154.680	155.760		
Neosho	155.250			

Sheriff Dept's				
Delaware Co. (Jay)	154.800 (ch1)	155.490	155.670	
Craig Co. (Vinita)	154.890	155.760		
McDonald Co. (Pineville)	155.730	155.370	155.475	
Newton Co. (Neosho)	155.730	155.370	155.475	155.700
Ottawa Co. (Miami)	155.040			
Mayes Co. (Pryor)	155.565			

State Police

OK Hwy Patrol	44.70 (base)		155.670
" " "	44.90 (mobile)		45.22

Fire Dept's

Grove	453.875 (R)	155.520	155.760
Jay	155.490	155.760	
Wyandotte	155.760		
Neosho	154.190	154.280	

Misc.

Okla Hwy Dept - 151.020, 159.105 (?)
Okla Turnpikes - 159.000, 156.105
Okla Forestry - 159.390
Okla Civil Defense - 154.995
Grove Hosp. - 155.340 (Lifeflight), 155.295 (hosp to amb net)
Jay Hosp. - " " , " (" " " ")
The Coves of Bird Isl./security - 151.925
Rural Elect Coop - 153.710
Neo Electric - 157.620
Tiff City Pump - 152.885
GRDA - 155.715
Shangri La - 157.560
Red Cross - 47.42

Turning attention now to the Lone Star state --

From CHARLES (TX-25): Charles wrote in response to the Bexar County/San Antonio area profile given in the December issue. Charles heard SAPD will be experimenting with mobile display terminals (MDT's). In addition, Charles notes the following corrections and/or updates to the Dec col.--

-- 155.625 R is used by the Shertz PD.
-- 154.860 (simplex) used by Kirby PD. Although licensed to Bexar County, BCSO does not use this frequency. It is unknown as to why Bexar Co. is the licensee.
-- 460.100 R is a new frequency used for Shavano Park PD dispatching.
-- 155.565 R is confirmed as the airport police.
-- 155.250 S is confirmed as the SA Park Rangers.
-- 460.475 is the SAPD Info channel.
-- 460.250 is the SAPD car-to-car channel and, when things get real busy, this channel doubles as an extra dispatch channel (overflow ch.).
(Editor's note: I am not sure if I made the mistake in the SAPD frequencies or if they were recently changed. Nevertheless, correct your Dec. column copies accordingly.)

Many thanks, Charles, for these updates! They are most certainly appreciated by yours truly, as I occasionally make it to the Alamo City.

From JACE (TX-134): Jace notified us that Sulphur Springs DPS recently started using DPS Ch 7--155.445 (base) and 154.695 (mobiles), as had been rumored would occur (refer to May 84 col p.53). Jace notes the DPS units in Van Zandt County use these new channels to communicate with Sulphur Springs DPS but still retain use of the standard channels 155.460/154.680 to communicate with Tyler DPS. Jace also reports Seven Points PD has been heard on 155.655. And lastly, Jace sent a Van Zandt Co. unit number roster, which follows--

VAN ZANDT COUNTY UNITS

SHERIFF'S OFFICE

8314 , 8316 GAME WARDENS

500 CANTON SHERIFF'S OFFICE
501 SHERIFF
502 CHIEF DEPUTY
503 DAY SGT.
504 NIGHT SGT.
505 - 511 DEPUTIES

551 DISTRICT ATTORNEY
552 CRIMINAL INVESTIGATOR
555 - 556 ADULT PROBATION OFFICERS
557 JUVENILE PROBATION OFFICER
561 - 564 JUSTICE OF THE PEACES
591 - 595 CONSTABLES

VAN

600 POLICE DEPT.
601 CHIEF
602 ASS'T CHIEF
603 - 604 PATROL UNITS
605 - 607 RESERVES

FIRE DEPT.

640,642,646,647 FIRE TRUCKS
643,644 AMBULANCES
644-A FIRE CHIEF
645 WRECKER
648 RESCUE UNIT

MIDWAY FIRE DEPT.

700 - 701 STATION
702 - 704 FIRE TRUCKS
705 CHIEF
706 - 715 FIREMEN

EDOM FIRE DEPT.

716 - 730

CALLENDAR LAKE FIRE DEPT.

731 - 745

BEN WHEELER FIRE DEPT.

746 - 760

MYRTLE SPRINGS FIRE DEPT.

761 - 775

ROLLING OAKS FIRE DEPT.

776 - 784

TEXAS HIGHWAY PATROL

1408 SARGENT
1480 - 1489 PATROL UNITS

VAN ZANDT COUNTY UNITS

CANTON

100 POLICE DEPT.
101 CHIEF
102 ASST. CHIEF
103 - 111 PATROL UNITS

FIRE DEPT.

120 FIRE CHIEF
121, 125 - 129, 141 FIREMEN
122 - 124 FIRE TRUCKS

WRECKERS

130 - 136

AMBULANCES

150 - 153

WILLS POINT

200 POLICE DEPT.
201 CHIEF
202 ASST. CHIEF
203 - 209 PATROL UNITS

FIRE DEPT.

210 CENTRAL FIRE STATION
211 - 217 FIRE EQUIPMENT
218 - 219 AMBULANCES
220 CHIEF
221 ASS'T CHIEF
222 - 224 CAPTAINS
225 FIRE MARSHALL
226 - 269 FIREMEN
258 WRECKER

EDGEWOOD

300 POLICE DEPT.
301 CHIEF
302 - 303 PATROL UNITS

FIRE DEPT.

310, 317 - 345 FIREMEN
311 - 316 FIRE TRUCKS
350 AMBULANCE
351, 354 - 356 AMBULANCE PERSONNEL

FRUITVALE VOLUNTEER FIRE DEPT.

375 - 378 FIRE TRUCKS
379 FIRE CHIEF
380 ASS'T CHIEF
381 FIRE MARSHALL
382 - 399 FIREMEN

GRAND SALINE

400 POLICE DEPT.
401 CHIEF
402 - 406 PATROL UNITS

FIRE DEPT.

410 - 434
411 - 412 AMBULANCES
413 RESCUE UNIT
470 - 471 WRECKERS

Jace, thank you so much for the info. Your input is most appreciated and we look forward to hearing from you again.

From BRAD (OH-138): Brad is back again with many notes of interest or concern to DFW region listeners, as usual. Brad's reports are summarized as follows--

.....City of Ft Worth notes.....
-- FWPD has two new PD districts -- H50 (Summerfield area) and A50 (Trinity area).
-- 151.370 R (159.375 input) KVI 967 -- Ft Worth Parks & Recreation Dept (Units= Station 30, mobiles 200's, 300's, and 400's.)
-- 451.050 - F/W Water Dept (meter dept)
-- 47.78 - F/W Water Dept (repair dept)
-- 452.825 - F/W "Citran" buses
-- 453.900 - F/W Traffic Signal Division
-- 46.52 - F/W Animal Control dispatch, including health services

.....Misc. Ft Worth area notes....
-- 47.58 - Tarrant Co. Emergency Squad
-- 453.250 KEV 407 Ft Worth ISD - security & maintenance

.....suburban Ft Worth notes.....
-- Regional Ambulance provides EMS coverage for the suburbs of River Oaks, Sansom Park, & White Settlement. Regional is also the backup EMS service for Daniel EMS (Ft Worth).
-- 45.90 used to be the regional area mutual law enforcement channel; however, that usage is now almost disbanded. White Settlement occasionally uses it for backup.
-- 153.590 R (158.130 input) - North Richland Hills utilities dept
-- 158.895 - North Richland Hills Dept of Public Works
-- Colleyville local govt vehicles are seen sporting new 2" antennas. (Editor's note: - translation = It's about time our scanner mfg. produce some 800 MHz capable scanners!!)
-- anyone having a breakdown on Johnson, Parker, Denton, and Wise County channels and unit numbers, please write in.
-- Careflight (helicopter medivac service) has been noted on 155.280 (known in the region as ch 3 and used for car to car traffic) and on 462.975.

.....City of Dallas area notes.....
-- 156.045 (R) (input ??) Dallas Traffic Signal Division.

.....suburban Dallas & misc. area notes.....
-- The Arlington PD 154.935 repeater input frequency is 156.030.
-- 155.820 - Grand Prairie Water Dept & Animal Control ch. (Units - 200's = Water Dept.; 900's = Animal Control Dept).
-- Dallas ISD channels -- 464.100 = DISD security; 484.2375 DISD maintenance; & 484.5625 (KAA 934) DISD buses.
-- 463.375 KNHL 722 - Grand Praire ISD.
-- 463.375 KNEM 794 - Dal-Med Ambulance Service (unconfirmed) (Editor's note: I am sure this one is shared with several other businesses in the area, so ID is going to be hard.)
-- McKinney (Collin Co) - uses 37.18 for Fire Dept. dispatch

Brad, as always, your notes are appreciated. I don't know what we would do without your input. DFW is a large place and there are a few members in that region, but just one regular contributor...why? One person can't do it all alone.

And last, but certainly not least, from PHIL (TX-97): Phil's series on confirmed frequencies continues with part two --

Bell County --
Bell Co. -- 155.655 R (154.710 input) - SO dispatch
Temple -- 154.430 R (155.880 input) - PD dispatch
Harker Heights - 155.190 S - PD dispatch
Nolanville - 154.100 S - PD dispatch
Rogers - 155.025 S - PD dispatch
Killeen - 156.090 R (155.490 input) - PD dispatch
(Note: In each of the above PD's vehicles, Ch 1 is Bell Co. SO, Ch 2 is that PD's main dispatch frequency as given above, Ch's 3 & 4 are

standard Intercity frequencies.)
462.975 R - Bell Co. EMS dispatch (central dispatch center)
151.835 S - Army Corps of Engineers / Stillhouse Hollow Project
155.145 S - Co. Road Dept.

Coryell County --
Coryell County - 155.685 R (154.800 input) - SO dispatch
Copperas Cove - 155.415 S - PD dispatch
Gatesville - 154.965 S - PD dispatch

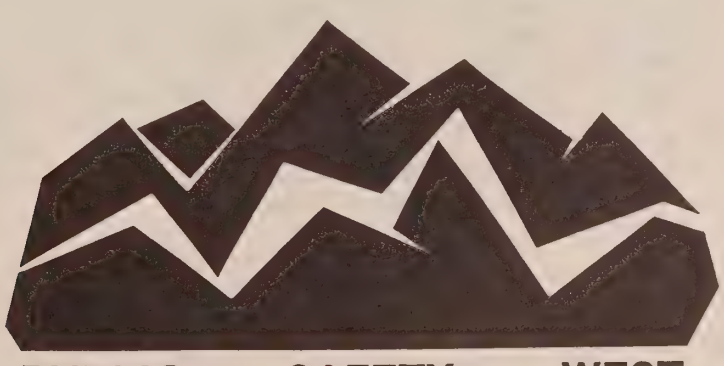
McClennan County --
F1 155.730 S - small town PD's dispatch (including Bellmeade, Beverly Hills, Lacy Lakeview, & TSTI (univ.)
F2 154.875 R (155.850 input) - SO primary dispatch
Robinson - 155.775 S - PD & LG dispatch -- (share freq.)
Woodway - 155.955 S - PD dispatch
Waco PD - ch 1 - 460.150 R - Main dispatch ch
- ch 2 - 460.150 S - simplex talkaround
- ch 3 - 460.350 R - Info channel
- ch 4 - 460.350 S - simplex talkaround

Brazos County --
Brazos Co - 155.670 R (154.650 input) - SO dispatch
College Station - 155.190 R (156.030 input) - PD dispatch
TX A&M Univ. - 155.565 R (154.890 input) Univ. PD dispatch (refered to as "University")
TX A&M Health Center - 158.925 S - A&M ambulance dispatch (Bryan EMS) (State govt license - KIU 412) (credit to both Phil & Robert, TX-76 on this one.)
(Note: The TX A&M Law Enforcement & Security Training Div. is licensed for 158.850 R (155.910 input). This is unconfirmed; more info requested.)

Williamson Co. --
Williamson Co. - 154.860 R (155.625 input) - SO dispatch
Granger - 155.250 S - PD dispatch
Georgetown - 154.310 R (153.770 input) - Fire Dept dispatch

Other counties --
Burleson Co - 155.535 R (154.830 input) - SO dispatch
Burnet Co. - 154.785 R (155.685 input) - SO & Burnet PD dispatch
Hamilton Co. - 155.595 R (155.070 input) - SO dispatch
Milam Co. - 155.595 R (154.815 input) - SO dispatch

That's it for this month. Many thanks to this month's contributors. See you next month with more PS-So. Central.



SEND PUBLIC SAFETY AND SPECIAL EMERGENCY FREQUENCIES, RADIO SYSTEM DETAILS AND QUESTIONS FOR ALASKA, ARIZONA, COLORADO, HAWAII, IDAHO, MONTANA, NEVADA, NEW MEXICO, OREGON, UTAH, WASHINGTON AND WYOMING TO:

GEORGE N. HOGGATT, 17473 E. 16TH DR., AURORA, CO 80011
ELECTRONIC MAIL:
<COMPUSERVE:75376.673> <DELPHI:JORG> <SOURCEMAIL:BBZ812> <MCIMAIL:GHOGGATT>

NO COLUMN THIS MONTH

PUBLIC SAFETY — NORTH CENTRAL.

Send Public Safety and Special Emergency frequencies, radio system details and questions as follows - Iowa, Kansas, Missouri, Nebraska, N. Dakota, South Dakota, and Minnesota:

Rudy Brockmueller, RR 2, Box 50, Freeman, SD 57029

This month it is time to think of spring, the first meadowlark, robin, and dandelions. For me it will be mostly a short time of planning this year's crops. Most of these plans have already been made, but the weather may change all of them.

This month also brings a very good column, thanks to an anonymous Minnesota member. I hope this inspires you to make a contribution for your area. The Minnesota listing will be concluded next month. Except for a short piece from Iowa, my files are empty. I know of enough of you out there to keep the column full.

Would you like to see a summary of past columns similar to the one which Bill Mauldin printed in the December issue of the PS-South East column? I have that information in my files. If you want it and don't want to wait until it may appear here, send a stamped, self-addressed envelope and I will send you a listing of past issues that covered your area.

MINNESOTA-

Here are several pages of information that may in part have listed in the past, but they are well worth seeing again. Past columns that have covered this area are the following: Feb. 82, Apr. 82, May 82, Dec. 82, Apr. 83, May 83, Nov. 83 & Mar. 84. Compare these with your own material and send in corrections and additions.

The next three pages are a list of counties channeling plans. I have also included those cities that vary from the county plan. I have seen a trend in the last few years for agencies to expand to 8-channel radios when they replace equipment. Typically, rural counties with 4-channel radio systems will have F-1 as the repeater (main) dispatch channel, F-2 as a talk-around or car-to-car, and F-3 as either an adjacent county, regional relay, or other local channel. Also, several agencies have begun to include the local fire channel in their radios. Some updates that are not include on this chart is that Ramsey County has some of their cars with 8-channel radios, probably to include White Bear Lake PD, Maplewood PD, Washington, and Anoka Co. S.D. Washington Co. has also began to switch to 8-channel radios, presumably to include fire (154.265), Civil Defense (154.085), and possibly the Cottage Grove, Newport, St. Paul Park net (155.085). Prior Lake also has at least one 8-channel radio which added Carver Co., Scott Co. Fire, and Prior Lake LG (155.115). All agencies are supposed to have F-4 as MINSEF (155.475). All MSP District Offices, County Sheriff Offices, and many larger Police Department have Point-to-Point (155.370).

County	F-1	F-2	F-3
Aitkin	156.030/155.190	155.190/155.190	154.890/155.670
Anoka	154.950/155.640	154.980/154.980	154.650/155.565
(F-5)	154.815/154.815	-	-
Becker	156.090/155.535	154.890/155.595	154.950/155.790
Beltrami	154.755/155.685	155.610/155.610	154.950/155.790
Benton	156.090/155.595	155.490/155.490	155.655/155.250
Big Stone	154.815/154.815	-	-
Blue Earth	156.090/155.190	155.760/155.760	156.030/155.310
-Mankato	156.030/155.310	155.310/155.310	156.090/155.190
-Lake Crystal	155.955/155.955	155.760/155.760	155.490/155.490
Brown	155.490/155.490	155.115/155.115	-
-New Ulm	155.490/155.490	155.115/155.115	154.055/154.055
Carlton	155.850/154.800	154.800/154.800	154.710/155.640

Carver	155.010/155.550	156.150/155.250	155.985/155.985
Cass	155.310/155.310	155.910/154.725	154.950/155.790
	Crow Wing/Itasca	154.830/155.430	154.650/155.625
Chippewa	154.815/154.815	155.100/155.100	-
Chisago	155.910/155.310	155.310/155.310	155.025/155.025
Clay	154.890/155.595	155.655/155.655	-
-Moorhead	154.890/155.595	155.655/155.655	155.085/155.085
-Barnesville	154.890/155.595	155.655/155.655	155.145/155.145
Clearwater	155.730/155.730	155.610/155.610	154.755/155.685
Cook	154.950/155.790	155.190/155.190	154.650/155.700
Cottonwood	155.550/155.550	155.100/155.100	-
Crow Wing	154.830/155.430	155.430/155.430	154.950/155.790
Dakota	154.890/155.595	155.595/155.595	-
-Burnsville	155.655/155.655	154.890/155.595	155.865/155.865
-Apple Valley, Lakeville, Farmington	156.210/155.415	154.890/155.595	-
-Eagan, Rosemount, Inver Grove Heights	154.785/154.785	154.890/155.595	-
-W. St. Paul, Mendota Hts., Lillydale	155.520/155.520	154.890/155.595	155.595/155.595
-South St. Paul	158.820/158.820	154.890/155.595	-
Dodge	154.950/155.565	155.565/155.565	
-Dodge Center	154.950/155.565	155.565/155.565	155.085/155.085
-Kasson	154.950/155.565	155.565/155.565	155.145/155.145
Douglas	156.030/155.490	154.845/154.845	154.710/155.700
-Alexandria	155.490/155.490	155.895/155.895	155.415/155.415
-Osakis	155.490/155.490	154.845/154.845	155.025/155.025
Faribault	155.055/155.055	155.070/155.070	155.850/155.070
Fillmore	154.650/155.310	155.310/155.310	-
Freeborn	154.830/155.640	155.640/155.640	155.010/155.010
Goodhue	153.905/155.925	153.845/155.925	155.250/155.250
-Cannon Falls	153.905/155.925	153.845/155.925	155.025/155.025
-Zumbrota	153.905/155.925	153.845/155.925	155.820/155.820
Grant	155.850/155.010	155.580/155.580	154.710/155.700
Hennepin	154.830/155.610	155.805/155.805	154.995/155.820
154.755/154.800	155.820/155.820	154.355/154.355	154.100/154.100
465.300/460.300	465.400/460.400	465.200/460.200	465.275/460.275
-Mpls .025/460.025	465.100/460.100	465.175/460.175	465.250/460.250
.350/460.350	465.500/460.500	465.425/460.425	465.275/460.275
-Airport /460.475	460.475/460.475	465.425/460.425	465.275/460.275
-U of M /460.075	460.075/460.075	465.300/460.300	465.275/460.275
-Bloomington	155.700/155.700	154.875/154.875	154.995/155.820
-Brooklyn Center	158.970/155.535	155.820/155.820	154.995/155.820
-Crystal	155.685/155.685	155.820/155.820	154.995/155.820
-Edina	155.970/155.670	155.820/155.820	154.995/155.820
-Golden Vly/N. Hope	155.430/155.430	154.725/154.725	154.995/155.820
-Hopkins	156.210/155.850	155.820/155.820	154.995/155.820
-Richfield/Eden Pr.	156.015/155.790	155.820/155.820	154.995/155.820
-Robbinsdale	153.860/153.860	155.820/155.820	154.995/155.820
-St. Louis Park	154.740/154.740	155.820/155.820	154.995/155.820
	155.580/154.740	155.145/155.145	-
Houston	154.650/155.310	155.310/155.310	-
Hubbard	154.785/154.785	154.950/155.790	154.755/155.685
Isanti	155.025/155.025	155.730/155.730	156.150/155.730
Itasca	154.650/155.625	155.565/155.565	-
-Grand Rapids	154.650/155.625	155.565/155.565	155.760/155.760
Jackson	155.550/155.550	155.880/155.880	-
-Lakefield	155.550/155.550	155.940/155.940	-
Kanabec	155.580/155.580	155.730/155.730	156.150/155.730
Kandiyohi	155.040/155.040	155.805/155.805	156.150/155.310
Kittson	155.520/155.520	154.770/155.790	154.650/155.415
Koochiching	154.770/155.790	155.790/155.790	154.710/155.640
-International Falls	154.770/155.790	155.790/155.790	155.040/155.040
Lac Qui Parle	154.815/154.815	155.745/155.745	-
Lake	155.190/155.190	154.650/155.700	154.890/155.670
Lake of the Woods	154.890/155.700	155.700/155.700	154.770/155.790
Le Sueur	155.730/155.730	-	-
Lincoln	155.250/155.250	-	-
Lyon	155.250/155.250	155.085/155.085	-
-Tracy	155.250/155.250	155.145/155.145	-
Mahnomen	155.490/155.490	154.890/155.595	154.650/155.415

Marshall	154.950/155.640	154.650/155.415	154.770/155.790
Martin	155.850/155.070	155.070/155.070	-
McLeod	154.965/154.965	155.925/155.925	-
Meeker	155.580/155.580	-	-
Mille Lacs	155.415/155.790	155.490/155.490	156.150/155.730
-Princeton	155.655/155.250	155.490/155.490	155.745/155.745
-Milaca	155.415/155.790	155.490/155.490	154.055/154.055
Morrison	155.520/155.520	154.830/155.430	153.980/155.955
Mower	154.830/155.640	155.640/155.640	155.130/155.130
Murray	155.010/155.010	154.980/154.980	-
Nicollet	156.090/155.190	155.190/155.190	155.880/155.880
-North Mankato	156.030/155.310	156.090/155.190	155.880/155.880
Nobles	155.550/155.550	-	-
Norman	155.490/155.490	154.890/155.595	154.650/155.415
Olmsted	155.970/155.580	155.910/155.490	155.805/155.805
Otter Tail	154.710/155.700	154.650/155.700	155.760/155.760
-Fergus Falls	154.710/155.700	155.250/155.250	155.760/155.760
-New York Mills	154.650/155.700	155.055/155.055	155.760/155.760
-Perham	154.650/155.700	154.085/154.085	155.760/155.760
Pennington	155.190/155.190	154.650/155.415	154.950/155.640
Pine	155.970/155.130	155.130/155.130	-
Pipestone	155.010/155.010	-	-
Polk	154.815/154.815	154.650/155.415	155.850/154.740
Pope	155.415/155.415	-	-
Red Lake	155.190/155.190	154.650/155.415	-
Ramsey	154.710/155.625	154.770/154.770	154.220/154.220
465.325/460.325	465.125/460.125	460.125/460.125	465.275/460.275
-St. Paul /460.050	465.150/460.150	465.450/460.450	465.225/460.225
465.375/460.375	465.275/460.275	460.450/460.450	460.225/460.225
-White Bear Lake	154.710/155.625	156.030/154.860	155.880/155.880
156.090/155.190	154.220/154.220	154.295/154.295	/154.770
-Maplewood	154.710/155.625	156.030/154.860	154.190/154.190
-North St. Paul	154.710/155.625	156.030/154.860	155.040/155.040
-Roseville	154.710/155.625	155.070/155.070	154.400/154.400
-New Brighton	154.710/155.625	155.115/155.115	154.220/154.220
-Mounds View	154.710/155.625	155.925/155.925	154.815/154.815
-White Bear Twsp.	154.710/155.625	154.770/154.770	155.835/155.835
Redwood	154.725/154.725	154.965/154.965	-
Renville	154.725/154.725	154.980/154.980	-
Rice	155.730/155.730	153.740/155.835	155.835/155.835
154.160/154.160	155.340/155.340	/154.680	154.295/154.295
Rock	155.010/155.010	-	-
Roseau	154.890/155.700	155.700/155.700	154.770/155.790
St. Louis Co.	154.710/155.640	154.890/155.670	154.890/155.415
-Duluth	154.770/155.595	155.595/155.595	154.710/155.640
-Iron Range Cities	154.710/155.640	154.890/155.670	155.415/155.415
Scott	156.150/155.250	153.935/155.745	155.910/155.910
-Savage	156.150/155.250	153.935/155.745	154.025/154.025
-Jordan	156.150/155.250	153.935/155.745	155.895/155.895
Sherburne	155.655/155.250	155.490/155.490	155.835/155.835
Sibley	155.925/155.925	155.715/155.715	-
Stearns	154.890/155.625	155.775/155.775	155.070/155.070
-St. Cloud	155.070/155.070	154.890/155.625	156.090/155.595
-Waite Park/St. Jos.	155.085/155.085	154.890/155.625	155.070/155.070
-Sauk Centre	155.115/155.115	154.890/155.625	155.625/155.625
-Melrose/Sartell	155.145/155.145	154.890/155.625	156.090/155.595
-Albany	155.055/155.055	154.890/155.625	155.625/155.625
Steele	154.950/155.565	155.565/155.565	-
Stevens	155.415/155.415	155.760/155.760	-
Swift	155.415/155.415	155.190/155.190	-
Todd	155.850/154.845	153.935/155.085	154.845/154.845
Traverse	155.850/155.010	154.815/154.815	154.770/155.580
-Wheaton	155.850/155.010	154.185/154.815	154.965/154.965
Wabasha	153.875/155.715	155.715/155.715	153.905/155.925
Wadena	154.875/154.875	154.950/155.790	154.710/155.700
Waseca	154.950/155.565	155.565/155.565	-
Washington	156.090/155.190	154.845/154.845	155.190/155.190
Watonwan	155.490/155.490	155.745/155.745	158.940/154.980
Wilkin	155.850/155.010	155.115/155.115	154.055/154.055
Winona	156.150/154.800	154.800/154.800	153.860/155.040

Wright	155.970/155.130	156.210/156.210	155.130/155.130
Yellow Medicine	154.815/154.815		

MINSEF (MINnesota Statewide Emergency Frequency) F-4 155.475/155.475

Point-to-Point (Statewide Intersystem-Base Only) 155.370/155.370

PUBLIC SAFETY — NORTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — New England states, New York, Pennsylvania, New Jersey, Maryland, Delaware, and District of Columbia:

Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

Greetings from the Northeast. Once again I have to report that input into the column has been very slow. Therefore, in addition to a couple of other pieces, I have once again presented part of my and Ed Soomre's work on Massachusetts communities. Please, do keep contirbutions of any sort rolling in. From now on I will do my best to answer any questions that I can from members who do contribute, but it may take a bit of time as I'm incredibly backup up with mail.

To all you new members, don't be afraid to send in anything that you have verified for your area. We older folks here often times settle in to listening to certain agencies and miss frequencies that new members often come up with. Just jot down a coherent outline of what you listen to, and perhaps why you feel these are the best channels to monitor, and send them in. I'm sure everyone will be thrilled to read your input. Let's get going, everyone!

From Lohr (PA-178):

New York State Police
Radio Identification System

Three-Part Identifiers are used by the New York State Police in communicating with all vehicles. Most vehicles are equipped with a ten-channel Motorola VHF radio with scanning and some special cars and the helicopters have digital programmable VHF units.

First Digit in the identifier denotes the type of unit. Troop coverage is divided into three or four patrol zones, with a zone covering a county or counties. Vehicles with a uniformed patrol identify with the zone number as the first digit.

1 - Patrol Zone
2 - Patrol Zone
3 - Patrol Zone
4 - Patrol Zone (optional)
5 - NYSP Bureau of Criminal Investigation
6 - NYSP Hand-Held Portables
7 - Local Municipal Police or Federal Agencies
8 - Special Units/Prison Vans
9 - NYSP Communications Division

Second Digit identifies the troop letter. The NYSP is composed of 11 troops, with a troop headquarters, zone headquarters, and satellite stations. Only the troop and zone headquarters stations have 24-hour radio dispatch facilities. Dispatch centers identify with the name of the community in which the facility is located.

A - Batavia HQ
B - Ray Brook HQ
C - Sidney HQ
D - Oneida HQ
E - Canandaigua HQ
F - Middletown HQ
G - Loundonville HQ
H - Headquarters/Albany
K - Poughkeepsie
L - Islip Terrace (Long Island)
T - State Thruway/Albany HQ

Third Digit(s) identifies the vehicle number. If the first digit was a 6 (Portables) or 7 (Local Police), the third part of the identifier will have as its first digit the unit-type number. As an example, 6G-512 would be BCI portable 12 in Troop G.

Patrol Vehicles - 1 to 9 Troop Officers
10 to 49 Patrol Cars
50 to 70 Zone Sargeants
71 to 100 Special Units

Special Identifiers are used by elite NYSP units and consist of a letter and car number.

G (George) - State Government Agencies
S (Sam) - NYSP Special Investigations Unit (SIU)
H (Henry) - NYSP Headquarters Division
R (Robert) - NYSP Radio Communications Division
V (Victor) - NYSP Violent Felony Warrent Squad (VFW)
X (X-Ray) - NYSP Governor's Protection Unit

From Mike (PA-153):
Frequency Information for North Hills Area of Pittsburgh

Shaler Control Police 45.5
Includes Hampton,Richland,West Deer,Fox Chapel,Sharpsburg,Etna,Reserve, Millvale,O'Hara,Indianna,and Shaler.

Shaler Control Fire 33.86
Same areas as above.

McCandless Police 45.7 Ch2 45.66

McCandless Fire 33.92
Includes McCandless,Wexford,Marshall,Bradford Woods,Ohio Townships.

Tri-Area Police 45.7 Ch2 45.66
Includes Pine,Marshall,Bradford Woods. TAP uses same dispatcher as McCandless.

Ross Township Police 45.94 (old) 460.05 (new)
Thomas Friend (PA 017) gave me new information saying that Ross is in the process of changing to the new UHF system.

Ross Township Fire 33.92 (old) 470.7375 (new)

McCandless-Franklin Park Ambulance 155.205

Allegheny County Police 470.3125 North Park detail
470.3625
461.125
464.4
470.4375

KDKA TV 166.25

WTAE TV 161.67

WPXI TV 170.15

WTAE Radio Traffic Reports 455.0875

WPXI Chopper 11 455.35

LifeFlight Dispatch 155.235

Zelienople Police 154.055

Port Authority Transit 30.9 Foreman
453.05 South
453.2 Collier and West
453.3 East Liberty
453.75 Harmer
453.6 Ross and North

University of Pittsburgh Police 453.15

Duquesne Light 48.42

Peoples Gas Company 48.7

Massachusetts Community Listing

From Rich Barnett & Ed Soomre:

GREAT BARRINGTON
155.775 Police
155.535 Police
154.310 Fire/Berkshire County (KCB849)
155.760 Fire Channel Two (KBA482)
155.760 Highway Department (KBA482)

HADLEY
158.820 Police (WZW243)
155.415 Future Police Ops.
460.225 WEMLEC Police Net
33.540 Fire/Hampden Cnty. Net (KBF372)
33.480 Fire/Hampden Cnty. Net (KBF372)

HALIFAX
482.7875 Police (KZV266) "T2"
482.--- Plymouth County Net
33.900 Fire/Plymouth County (KCL540)
154.295 Southeast Fire Net (KCL540)
39.500 Highway/Civil Defense (KUE518)

HAMILTON
155.940 Police/Fire/Highway (KCH523)
154.070 Essex County Fire Net (KBI813)
153.875 Area Civil Defense (KNAL776)

HAMPDEN
154.800 Police (KGW688)
460.225 WEMLEC Police Net (WBC455)
33.520 Fire/Hampden Cnty. Net (KCE779)
33.460 Fire/Hampden Cnty. Net (KCE779)
151.025 Highway Department (KNDL369)
155.295 ParaMedic Ambulance (WSY247)

HANCOCK
154.740 Berkshire County PD (KZF949)
154.310 Fire/Berkshire Cnty. (KNHG443)

HANOVER
482.5625 Police (KZU621) "Q1"
482.--- Plymouth County Net
33.960 Fire (KCH519)
33.900 Plymouth County Fire (KQG716)
154.295 Southeast Fire Net (KCH519)
45.320 Highway Department (KBR216)
154.055 Future Municipal Channel

HANSON
482.7875 Police (KZV267) "T1"
482.--- Plymouth County Net
33.800 Fire (KWL590)
33.900 Plymouth County Fire (KCD453)
154.295 Southeast Fire Net (KCD453)
39.500 Highway/Civil Defense (KJD244)
153.965 Town Dump (KXV523)
154.055 Municipal Services (WQH712)

HARDWICK
39.100 Police (KKH283)
39.220 Area-State PD tie (KTE739)
33.700 Fire/Mid-State Net (WQQ931)-12

HARVARD
159.090 Police (WQL932)
37.100 Area Police tie (KB9831)
33.700 Fire/MidState(KCD5823/KFS979)13
151.010 Highway Department (KUX251)

HATFIELD
154.085 Police/Fire (KJD424)
154.370 Fire/Hampshire Cty. (KGD424)-15

HAVERHILL
155.010 Police (KCA865)
154.010 Fire (KCA434)
154.070 Essex County Fire Net (KCK562)
151.085 Highway Department (KCG876)
153.860 City Library (KVT798)
154.600 High School
453.700 Merrimack Valley Transit

HAWLEY
39.160 Police (KZU985)
39.240 Mobiles/Base-State PD
33.540 Fire/Tri-State Fire Net

HEATH
39.160 Police (KZU986)
39.240 Mobiles/Base-State PD
33.540 Fire/Tri-State Net (WRA389)
33.480 Fire/Tri-State Net (WRA389)

HINGHAM
482.9875 Police (KZV260) "R3"
482.--- Plymouth County Net (WIE663)
154.190 Fire (KCA638)
154.295 Southeast Fire Net (KCA638)
37.260 Highway Department (KJB950)
158.835 Sewer Department (KNCU926)
155.025 Municipal Services (KNGB989)
451.025 Hingham Water Co. (KEP247)
48.340 Town Power (KCD443)

HINSDALE
154.725 Police (KUI587)
154.740 Berkshire County PD (KUI587)
154.310 Fire/Berkshire County (KNDV352)

HOLBROOK
155.490 Police (KNCW960)
46.360 Fire (KCF402/KCC742)
46.140 Area Fire tie (same)
154.295 Southeast Fire Net (KCF402)
155.040 Municipal Services (KDP274)

HOLDEN
45.380 Police (KCD421)
45.340 Worcester Regional PD (KCD421)
33.580 Fire (KCC705)
33.700 Fire/Mid-State Net (KCC705)-14
45.080 Highway Department
484.0215 Himmer Ambulance (KWV916)

HOLLAND
39.980 Police (KGW540) (Fire also)
33.520 Fire/Hampden Cnty. Net (KOB459)
33.460 Fire/Hampden Cnty. Net (KOB459)

HOLLISTON
39.420 Police (KLV958/KCV221)
39.380 So. Middlesex PD Net (KLV958)
46.460 Fire (KCE745)
45.640 Fire/Highways (KDR787/WQZ701)

HOLYOKE
159.210 Police (KCB264)
155.130 W. Springfield PD tie
460.225 WEMLEC Police Net (WBC456)
154.070 Fire (KGN525/KCG775)
153.950 Fireground (KGN525/KCG775)
33.520 Hampden Cnty. Fire Net (KGG775)
33.460 Hampden Cnty. Fire Net (KGG775)
33.020 Highway Department (KON345)
158.895 Highway/Municipal Svc (KNDE221)
158.205 Electric Department (WSY651)
47.720 Water Power (KBE285)/ 37.60
153.650 Water Department (KCB858)
453.675 Housing Authority (WSB833)

HOPEDALE
45.600 Police/Fire (KAY980)
33.620 S. Worcester Fire (KCG489)-47

HOPKINTON
39.420 Police (KJD275) 46.460 Fire
39.380 So. Middlesex PD Net (KJD275)
453.050 Highway Department (KUN525)
462.625 Auxiliary PD/Civil Defense

HUBBARDSTON
155.730 Police (KQS765)
33.700 Fire/Mid-State Net (KCB364)-15

HUDSON
155.790 Police (KCA952)
39.380 So. Middlesex PD Net (KCA952)
46.420 Fire (KNDV353)
33.980 So. Middlesex Fire Net (same)
37.940 Highway Department (KCE323)

HULL
482.9875 Police (KZV259) "R2"
482.--- Plymouth County Police Net
39.600 Nantasket Beach Patrol (KJH269)
154.190 Fire (KNDD601)
154.295 Southeast Fire Net (KNDD601)
155.760 Highay Department (KOB798)
158.760 Electric Light Dept. (KCI575)

HUNTINGTON
155.700 Police (KNFZ693)
153.800 Fire (WXF775)
154.370 Hampshire Cty. Fire (KZP998)-58

IPSWICH
45.900 Police
158.880 Fire (KCI421)
154.070 Essex County Fire Net (KBA346)
158.880 Highway Department (KCI421)
153.875 Area Civil Defense (KNFA314)

KINGSTON
482.4625 Police (KZU623) "O"
482.--- Plymouth County Police Net
33.900 Fire/Plymouth Cty. Net (KCB479)
154.295 Southeast Fire Net (KCB479)
45.600 Highway Department (KCN212)
45.480 County Mosquito Cntrl. (KWM744)

LAKEVILLE
482.4875 Police (KZU749) "M1"
482.--- Plymouth County Police Net
33.520 Fire (KCF399)
33.900 Plymouth County Fire (KCF399)
39.180 Highway (KXA265)/Water(KDX441)

LANCASTER
37.100 Police (KCF779)
33.700 Fire/Mid-State Net (KNFG737)-17
45.160 Highway Department (KAW391)
45.460 Dept. of Corrections (KNFM579)

LANESBORO
155.865 Police/Highways (KTI696)
154.310 Fire/Berkshire County (KNFQ444)

LAWRENCE
482.5625 Police (KYR9567)
155.370 Backup/Detective (KNCT672)
482.--- NEMLEC Police Net (KNHK432)
482.5875 Essex County Police
482.9125 Essex County Police
154.445 Fire (KYF367)
154.070 Essex County Fire Net (KAR981)
154.025 Highway (KJG925)/C.D. (WXF790)
155.265 Medic Amb./Hospital Security
482.3125 Sanitation Disposal (KNS537)

LEE
154.755 Police (KNBV320)
154.740 Berkshire County PD (KNBV320)
154.310 Fire/Berkshire County (KCD927)
155.295 Lee Volunteer Amb. (KNFM556)

LEICESTER
45.180 Police (WQM317)
45.540 Worcester Regional PD (WQM317)
33.720 Fire (KCD904)
33.620 S. Worc. Cnty. Fire (KCU288)-10

LENOX
154.740 Berkshire County PD (KX4873)
154.310 Fire/Berkshire County (KNCZ361)
158.835 Municipal Services
155.160 Berkshire Ambulance (KYU480)

LEOMINSTER
45.660 Police (KCA684)
33.600 Fire (KCB360)
460.550 Portable Feed to 33.60 (KUX394)
33.700 Mid-State Fire Net (KCB360)-18
156.000 Highway/C.D. (KBF239/40)
151.865 Housing Authority (WRK552)
155.400 Hospital Security (KNGL847)

LEVERETT
39.160 Police (KZU987)
39.240 Mobiles/Base-State PD
33.540 Fire/Tri-State Fire Net
158.865 Highway Department (KR5689)

LEXINGTON
471.1875 Police (KOB386)
470.--- BAPERN Police Net
154.340 Fire (KWI917)
154.130 Belmont Fire tie (KWI917)
483.3125 Metrofire (KWI917)
158.820 Highway Department (KCH4767)
155.400 Hospital Security (KNGL847)

LEYDEN
39.160 Police (KZU988)
39.240 Mobiles/Base-State PD
33.540 Fiore/Tri-State Fire Net

LINCOLN
155.010 Police (KUE603)
39.380 So. Middlesex PD Net (KUE603)
155.820 Fire (KAQ230)

LITTLETON
153.815 Police (KDB450)
33.760 Fire (mobiles)
33.660 N. Middlesex Fire Net (KDG722)

LONGMEADOW
460.425 Police (KNDR617)
460.225 WEMLEC Police Net (WBC457)
154.325 Fire (WQE936)

33.520 Hampden County Fire (KTX662)
154.025 Highway Department (KCY552)
461.200 Bay Path College (KLE369)

LOWELL
482.4125 Police (KYR9589)
155.670 Backup/Detective/Aux. (KCA861)
155.850 Backup/Detective/Aux. (KCA861)
155.145 Police Detectives
482.--- NEMLEC Police Net
154.010 Fire (KNDV866)
33.660 N. Middlesex Fire Net (KNDV867)
158.925 Highway Department (KLY751)
453.575 Regional Transit (WRU769)
453.100 Water Treatment Plant (WQK334)
464.525 Lowell High School (WQK908)
155.175 Care Ambulance (KNFT956)
464.750 St. Joseph Hosp. Security
153.710 Lowell Gas Co. (KCB706)
462.725 WLLH Radio (KAB3447)
161.760 WSSH Radio (KUI790)
161.640 WSSH Radio (KUI790)
464.325 U. Lowell WJML Radio (KNEA808)

LUDLOW
453.250 Police (KNFU334)
460.225 WEMLEC Police Net (WBC458)
154.010 Fire (KNBR713)
33.520 Fire/Hampden County (KNAK469)
33.460 Fire/Hampden County (KNAK469)
155.820 Highway Department (KDQ354)

LUNENBURG
155.760 Police/Fire/Highways (KCH343)
155.625 Police Channel Two (KUB805)
33.700 Mid-State Fire Net (KZX916)-19

LYNN
472.4125 Police (WYN677)
470.--- BAPERN Police Net
154.415 Fire (KCC886)
483.3125 Metrofire (KCC886)
154.070 Essex County Fire Net (KCC886)
155.025 Highway Department (KJU861)
483.8375 Senior Services (KGA635)
153.875 Area Civil Defense (KNBY541)
155.235 Union Hospital Sec. (KXQ702)
47.500, 47.420 Red Cross (WQS879)
464.375 Red Cross (WQU919)
155.265 Nordstroms Ambulance (KCE661)
155.220 Morgan Ambulance (KNEJ833)

LYNNFIELD
39.120 Police (KNHK653)
39.060 Police Channel Two (KNHK653)
46.060 Fire (KNCR640)
154.070 Essex County Fire Net (KNCR640)

MALDEN
470.4625 Police (KZP616)
470.--- BAPERN Police Net
154.250 Fire (KCH732)
27.265 Low Power Fire Units (KCH732)
483.3125 Metrofire (KCH732)
151.115 Highway Department (KAY988)
155.265 Malden Hosp. Security (KCP475)
155.220 Malden Emergency Cntr.(WXP335)
154.515 Malden Emergency Cntr.(KNGS369)
155.400, 155.205 Bay State Amb.(KWE489)
153.875 Area Civil Defense (KNHD462)

MANCHESTER
158.760 Police/Fire/Highways (KNCH500)
154.070 Essex County Fire Net (KNBV979)

MANSFIELD
39.540 Police (KCA888)
33.500 Fire (KCA328/KTR654)
33.460 Fire Channel Two (same)
46.580 Highway Department (KDG355)
158.325 Mansfield Electric (WQG538)
46.480 Civil Defense/Fire tie
155.235 School Department (KNAB947)

MARBLEHEAD
472.3375 Police
470.--- BAPERN Police Net
154.370 Fire (KCH550)
154.070 Essex County Fire Net (KCH550)
155.835 Highways/Trees (KQ0302/KNAI254)
153.665 Town Power
463.700 Council on Aging (KNDS544)
153.875 Area Civil Defense (WQU838)

MARION
482.5375 Police (KZU629) "S"
482.--- Plymouth County Police Net
33.520 Fire (KCE421)
33.900 Plymouth County Fire (KCE421)
45.440 Municipal Services (KCG437)

MARLBORO
39.100 Police (KCB300)
39.380 So. Middlesex PD Net (KCB300)
46.420 Fire (KCD619)
46.360 Fireground Ch. Two (KCD619)
33.980 S. Middlesex Fire Net (KCD619)
151.115 Highway Department (KCH521)
151.925 School Department (KJZ976)
464.475 Marlboro Hosp. Sec. (KNBH476)
463.000 Hospitals-Ambulances
47.580 Marlboro-Hudson Amb. (KJW731)
151.685 Assabet Valley Voc. (WRE964)

MARSHFIELD
482.5625 Police (KZU620) "Q2"
482.--- Plymouth County Police Net
33.920 Fire (KCF246/KCC359)
33.900 Plymouth County Fire (KZE660-1)
154.295 Southeast Fire Net (KCF246)
45.400 Highway/Landfill(KCG570/KQR630)

MATTAPOISETT
482.8125 Police (KZM464) "S1"
482.5375 Marion Police tie (KZM464)
482.--- Plymouth County Police Net
45.080 Fire/Future Municipal Svc.
33.520 Future Fire Operations
33.900 Plymouth County Fire Net

MAYNARD
155.010 Police ±KCA313)
155.250 Police Channel Two (KCA313)
39.380 So. Middlesex PD Net (KCA313)
46.500 Fire (KNFF571)
46.400 Fire Channel Two (KNFF571)
33.980 So. Middlesex Fire (KCD309)
153.965 Highway Department (KLI990)

Public Safety-California

Public Safety-California P.O. Box 3962 Santa Fe Springs, California 90670-1962

WELCOME TO THE MARCH 1985 ISSUE OF R.C.M.A. PUBLIC SAFETY - CALIFORNIA

From ERIC (CA-LA-045):

This month and last month, we tried something different. A local Southern California member has offered to the PS-CA Editors to print portions of our column on his computer. Let us know how you like the different format. We need your input.

From BILL (CA-VE-010):

Southern California Rapid Transit District (RTD) subway frequencies:

F1 160.635 MHz F2 160.695 MHz F3 160.935 MHz.

These freqs are presently unused, but were in use for the Olympics. See RCMA Railroad column, Oct 1984 and Jan 1985. (Note: Bill is the RCMA Railroad column Editor).

From BOB (CA-SC-021):

Comments on the 1985 Rose Parade:

450.850 MHz.	KFWB Live Broadcasts from parade
145.18 MHz	Very active. ID'd as "Net Control for Video" heard to communicate with "Air One". Helicopter? W/video camera
147.27 MHz	Was heard handling float problems.

From ERIC (CA-LA-045):

RADIO SYSTEM - Pasadena Tournament of Roses Parade (Amateur Radio Frequencies)

F1	147.27	R	Parade Operations - Primary	"STATION ONE"
F2	145.46	R	Parade Operations - Secondary	"STATION ONE"
F3	145.30	R	Backup	
F4	145.18	R	Amateur T.V. Coordination	
F5	147.765	R	Post Parade Operations	
F6	147.705	R	Tournament Personnel Transportation & Tactical	"STATION ONE"
F7	145.30	R	Backup	
F8	145.54	S	Float Convoys and Tactical	
"A"	224.44	R	Tournament Officials - Executive Frequency	"STATION ONE"

Most all personnel and communications were on F1 (147.27 MHz R). "Station One" was name given to dispatch center for Tournament operations.

And now on to our column.....

FROM JOE <CA-SO-006>

"Hi RCMA members. I'm Joe CA-SO-006. I live in a little city called Vacaville where it gets to a 107 degrees Fahrenheit in the summer and down to 25 degrees Fahrenheit in the winter. We also get 55 MPH winds too! What a variety! I've only been a member for one year. I really like the RCMA and I have just renewed my subscription. Now on with my contributions..."

FREQUENCY	CALL ID	AGENCY	BR	MR	BAS	MOB
154.8600	KLK604	Vacaville Police	1		1	50
154.1450	WRG699	Vacaville Fire			1	25
155.4900	KMD623	Solano Co Sheriff #1 <Vacaville>	1		4	100
154.9200	KXM688	Solano Co Sheriff #2			1	
	KJU239				1	
	KL0477				1	
	WSL759				1	
	KCE613	<CLEMARS>			1	
	KNAB724				1	
155.1300	KLI323	Solano Co Sheriff #3 <Fairfield>			1	100
	KFP257	<Vallejo>			1	
154.3400	KDX94	Solano Co Fire Dispatch <Rpt>	4		9	100
151.1300	KJZ57	Solano Co Public Works <Rpt>				
451.1000		Solano Co Irrigation Dept				
42.4000	KMG445	CHP "Purple" <Base>			3	
42.1600		CHP "Purple" <Mobile>				50
42.3400		CHP "Blue" <Secondary>			3	
151.4150		Fish & Game <Area 1>				
151.4300		Fish & Game <Area 2>				
153.6050		PG&E <Pacific Gas & Electric>				
483.0875	KGA654	Fairfield Police <"Blue">		1	1	97
482.4625	KGA654	Fairfield Police <"Brown">		1	1	97
482.7875		Fairfield Fire				
155.5200		Suisun Police <Rpt>				
155.9100	KMA818	Vallejo Police	1		1	
482.9875	KGC481	Vallejo Fire			1	39
155.1750		Benecia Police <Rpt>				
155.4300		Napa Co Sheriff	1			
154.4150		Napa Co Fire	1			
151.3400		Forestry				
151.3400		CDF <Solano>				
151.3550		CDF Net #1				
151.2200		CDF Air				
151.3100		CDF Air <Yellow>				
154.1600	KCY631	OES Mutual Aid <Sacramento>	5		5	
	KMF694	<Mt Diablo Pk>	1			
154.2200	KCY631	OES <Rpt>				
156.0000		Solano Co Public School Buses				
155.0850		Solano Co Public Works <Water>				
152.6000		Solano Co Mobile Telephone <"YP">				
464.2250		RCA Corp <Oakland>				
154.8000		Yolo Co Sheriff				
154.4450		Yolo Co Fire				
155.1900		Contra Costa Sheriff				
488.5125	KWM922	Bay Area Pollution Ctl.Dist.	1			
488.9625	KWM925	Bay Area Pollution Ctl.Dist.	1			
489.5125	KWM923	Bay Area Pollution Ctl.Dist.	1			
453.5750	KCJ988	Sacramento Co Sheriff #3			1	
453.9000	KMJ500	Sacto Co Sherrif #1			1	
	KCJ989		1			
453.4750	WPW205	Sacto Co Sheriff #5 <Car/car>			1	
453.2500	KMJ500	Sacto Co Sheriff #2 <Detective>			3	
453.9500	KF6908	Sacto Co Sheriff #6				100
	KJU263		1			
	KJI355		1			
	KJI354		1			
460.0500	KMA907	Sacramento Police F-1 <Central>	3			
460.2000	KMA907	Sacto Police F-2 <South>	1			
460.3250	KMA907	Sacto Police F-3 <East>	2			
460.4250	KMA907	Sacto Police F-5 <Tactical>	3			
460.0750	KMA907	Sacto Police F-6 <Detective>	1			
460.2750	KMA907	Sacto Police F-8 <Emergency>	2			
153.8900	KMF886	Sacto Fire Dispatch Ch-1			2	100
	WSW660				1	200
153.9500	KMF886	Sacto Fire Fireground Ch-2			2	100
	WSW660				1	200

FROM CLIFF <CA-AL-029>

A new frequency for "Bayfair Shopping Center Security": 464.925 <confirmed active>;
Regional Ambulance Serivce has taken over the county contract for 5 of the 9 zones. Freq is 47.500 <Dispatching is done by the county on Med. Net. 155.400>;
US Army Presidio Fire <San Francisco> has moved to 150.425 <confirmed active>;
San Mateo County and the city of Oakland have taken possession of new "Haz Mat vehicles." The San Mateo County unit <ID # unknown> will be housed at South County Station 2. The Oakland unit <ID # unknown> will be housed at Station #12;
CALTRANS Bay Bridge, San Mateo and Dumbarton: 453.850 <Ch-1> & 453.950 <Ch-2>. Both confirmed channel usage.

FROM CHRIS <PA-150>

"In a article PS California last winter, it was mentioned that OCD had problems with "skip" from 'Westmoreland 911' on 33.700. Well, it must go both ways because OCD comes in very strong here, sometimes even at night. Although OCD hasn't come in strong lately, fire companies and dispatchers used to wish OCD a "Happy New Year" at 12:00 New Year's Eve. And I believe they got a reply. OCD "skip" caused our local fire dispatch <Richland KYU839 'Fire Control'> to change our fire departments from 'companies' to 'stations' due to the mix up with OCD. Hard to believe, but..."

FROM RENE <CA-LA-018>:

Rene has sent a BC-250 Conversion procedure. "The BC-250 12.5 Khz programming 424-470 Mhz conversion to be used with the CVR-806B at 806-852 Mhz for BC-250 readers who intend to purchase a CVR-806B. I am up to 371 frequency loggings within the 806-894 Mhz range with the MX-5000/CVR-806B combo:"

BC-250 CONVERSION
<25 to 12.5 Khz Programming Increments>

Problem - BC-250 frequencies between 424 & 470 Mhz can only be programmed or searched in 25 Khz increments, starting at 424.000-424.025-424.050-424.075 & 424.100 up to 470 Mhz. CVR-806B requires increments of 424.0125-424.0375-424.0625-424.0875 & 424.1125 up to 470 Mhz. to correctly program 806.0125-806.0375-806.0875 & 806.1125 up to 852 Mhz. This proceedure allows you to program these required frequencies in 12.5 Khz <.0000-.0125-.025-.0375-.050-.0625-.075-.0875-.1000> increments between 420 & 470 Mhz.

Step 1. Turn BC-250 ON. Press MANUAL. Turn Squelch OFF. <Fully clock-wise>.
2. Press ./AUX STORE to bulk erase memory.
3. Program 424 <example> TWICE in SEARCH LIMIT. Display is 424.000.
4. Press STORE. Wait ONE or TWO seconds. Display is FLASHING 424.000.
5. Press MANUAL. Display is ORIGINAL SCAN FREQUENCY.
6. Program 174 TWICE in SEARCH LIMIT. Display is 174.000.
7. Press RECALL. Display is 424.000.
8. Press △ ONCE. Display is 424.012.
9. Turn BC-250 OFF.
10. Turn BC-250 ON. 424.0125 is now PROGRAMMED.
11. Turn Squelch ON. 424.0125 is now PROGRAMMED & SCANNING.

NOTE: BC-250 470.0125 to 512.0125 Mhz PROGRAMMING & SEARCH increments MATCH the CVR-806B 852.0125 to 894.0125 Mhz increments and do NOT require any special procedure.

A DIFFERENT procedure is required to SEARCH in 12.5 Khz increments within the BC-250 424 & 470 Mhz parameters.

Rene also sent in a piece on the Cordless Phone Frequencies. Because of the poor match of bands presently existing in cordless phones <1.7/49 Mhz>, the FCC has released ten new frequency pairs. This ruling is interim only <5 years expiration>, and future cordless phone bands may be established in the 900 Mhz band:

Ch 1	46.41/49.67	Ch 5	46.73/49.875	Ch 8	46.87/49.93
Ch 2	46.63/49.845	Ch 6	46.77/49.83	Ch 9	46.93/49.99
Ch 3	46.67/49.86	Ch 7	46.83/49.89	Ch 10	46.97/49.97
Ch 4	46.71/49.77				

MORE FROM RENÉ <CA-SO-018>:

"My SX-200 can also be used as a Signal/Generator. Doesn't cover BC-210, 19.2-36.7 Mhz Sig/Gen Test Freq range, but covers the following additional test ranges, 39.2-77.3, 118.7-135.2, 163.2-190.7, 390.7-405.2, & 501.2-524.7 Mhz, which are NOT available on the BC-210. Enclosure lists both formulas & compares coverage. Might be of interest to some of your SX-200 readers..."

BC-210 & SX-200 SIGNAL GENERATOR TEST FREQUENCY RANGES.

TEST FREQUENCY <RANGE IN MHZ>	*PROGRAMMED FREQUENCY RANGE IN MHZ <BC-210>	<SX-200>
19.2 - 36.7	30.0 - 47.5	0 - 0
36.7 - 39.2	47.5 - 50.0	26.0 - 28.5
39.2 - 77.3	0 - 0	28.5 - 88.0
77.3 - 118.7**	0 - 0	0 - 0
118.7 - 135.2	0 - 0	108.0 - 124.5
135.2 - 163.2	146.0 - 174.0	124.5 - 152.5
163.2 - 190.7	0 - 0	152.5 - 180.0
190.7 - 390.7**	0 - 0	0 - 0
390.7 - 405.2	0 - 0	380.0 - 394.5
405.2 - 501.2	416.0 - 512.0	394.5 - 490.5
501.2 - 524.7	0 - 0	490.5 - 514.0

*BC-210 Program 10.8 Mhz HIGHER in Signal Generator Mode.
<Example> Programmed 40.8 Mhz = 30.0 Mhz Signal or Test Frequency.

SX-200 Program 10.7 Mhz LOWER in Signal Generator Mode.
<Example> Programmed 40.8 Mhz = 51.0 Mhz Signal or Test Frequency.

**NOT programmable as TEST frequency.

Back in the May '82 Newsletter, a CHP Control Frequency List <Up & Down links> were published. For those who do not have access to that issue, here is a reprint of those Control Frequencies. René also makes note that Ventura should be corrected to 154.695 not 155.695 <as previously listed>. René mentions this list for those current SX-200 owners, and future owners of the MX-7000 <if it gets here!> and other similar scanners which cover this range:

CHP CONTROL FREQUENCIES <UP & DOWN LINKS>:

FREQUENCY	DISPATCH OFFICE
72.12	Indio
72.20	Quincy
72.26	Alturas, Bishop, Bridgeport, Humboldt, Indio, Sacramento
72.92	Monterey

73.22	Barstow, Bridgeport, El Centro, Humboldt, Indio San Diego, Stockton, Ukiah, Yreka
73.26	Fresno, Oakland, San Bernardino
73.42	Barstow, Bridgeport, Chico, El Centro, Humboldt, Indio San Diego, Stockton, Ukiah, Yreka
73.50	Bishop
74.10	Bridgeport, Chico, Humboldt, Monterey, Sacramento
74.14	Bishop, El Centro, Monterey, Oakland, Redding, Sacramento, San Bernardino, San Diego, San Luis Obispo Truckee
74.50	Alturas, Bridgeport, El Centro, Fresno, Sacramento San Luis Obispo
75.58	Humboldt, Truckee
75.64	Indio
75.66	Quincy
75.70	Merced
75.82	Bishop, Monterey
155.445	Indio, Ventura
154.695	Ventura

UPLINK - Transmits to Primary Transmitter on 42.< > Mhz.
DOWNLINK - Repeats mobiles, etc. to Dispatch Receiver.

René also adds the following LOCAL NOTES to this listing:
155.445 is also a UC Berkeley <Police> frequency;
72.12 is also a "non-voice DIGITAL DATA LINK...";
72.14 is still being used in the MONTEREY/SANTA CRUZ area by CHP

René further advises that CHP Monterey #27 has switched to the BLACK frequency <42.460 B - 42.700 M>. CHP King City #8 is still on the GREEN frequency <42.540 B - 42.720 M>.

Because René cannot vouch for the present validity of this listing, new owners of the SX-200, MX-5000 <and other scanners with this range> would appreciate a current listing. Anyone out there in RCMAland who can offer any additions and/or corrections, are encouraged to send it to the PS-California editors.

A very interesting article has been received from WES <WA-032> from the April 1984 issue of "Firehouse." The article covers California's Office Of Emergency Services <OES>, "...The world's largest 'volunteer' fire department..." <written by Paul Ditzel>. Because of space limitations, here's only a small sample of the info contained in the article: OES answers between 2500-3000 alarms a year; the OES system includes 1178 fire departments, 52,000 firefighters, 7500 pieces of apparatus; the communications system includes 86 base stations, 21 mountaintop repeaters, 5 communications vans, and 4 mobile repeater units. The article details some of the incidents that OES has responed to. For those interested in learning about the OES, this article is MUST reading.

OES Frequencies: Channel 1--154.160 / 33.980
Channel 2--154.220 / 33.660

A late-breaking announcement from the CHP indicates that radar units will be used by the CHP. The radar teams will be deployed on a test basis on State Highway 126. The CHP cited numerous traffic fatalities - attributed to excessive speed - as the reason for the radar use. The announcement did not say how long the test will take, nor specific dates and/or times were revealed.

FROM RON <CA-LA-312>:

CALIFORNIA DEPARTMENT OF FORESTRY
SAN BENITO/MONTEREY RANGER UNIT

151.2500	Local Net
151.4450	Region 5 Net
151.3550	State Net
151.	Aircraft
151.	Aircraft - South County

5100 Ranger In Charge
5101
5102
5107 Training
5108 Air Operations --
Hollister Air Attack
5109 Communications
5110 Supply Unit
5111 BC-Carmel Ranger District
5112 BC-Pebble Beach Ranger Dist
5113 BC-King City Ranger Dist
5114 BC-Bradely Ranger District
5115 BC-Hollister Ranger Dist
5116 BC-Bear Valley Ranger Dist
5120 Fire Prevention <South>
5121 Fire Prevention <North>
5127 Recon Jeep <Bradely>
5128 Recon Jeep <Bear Valley>
5135 Utility <Carmel>
5136 Utility <Gonzales/King City>
5137 Utility <Bradely/Lockwood>
5138 Utility <Hollister>
5140 Transport <King City>
5141 Transport <Hollister>
5142 Transport <Carmel>
5146 Dozer <King City>
5147 Dozer <Hollister>
5148 Dozer <Carmel>
5161 4x4 Engine <Arroyo Seco>
5162 4x4 Engine <Parkfield>
5163 4x4 Reserve Engine
5164 4x4 Reserve Engine
5165 4x4 Reserve Engine
5175 Carmel Engine
5176 Lockwood Engine
5177 Gonzales Engine
5178 King City Engine
5179 Carmel Engine
5180 King City Engine
5181 Reserve Engine
5182 Bear Valley Engine
5183 Bradely Engine
5184 Antelope Engine
5185 Beaver Dam
5186 Hollister Engine
5187 Hollister Engine

STATIONS	<TYPE OF STATION>	STATIONS	<TYPE OF STATION>
Antelope	<State>	Tularcitos	<State>
Bear Valley	<State>	Pebble Beach	<Local>
Beaver Dam	<State>	Rio Road	<Local/Volunteer>
Bradely	<State>	Arroyo Seco	<State>
Carmel	<State/Local>	Big Sur	<Volunteer>
Gonzales	<State>	Cachugua	<Volunteer>
Hollister	<State/Local/Volunteer>	San Ardo	<Volunteer>
King City	<State/Volunteer>	Tres Pinos	<Volunteer>
Lockwood	<State>	Mid Coast	<Volunteer>
Parkfield	<State>		

FROM ED VON NORDECK:

SAN BERNARDINO COUNTY FIRE DEPARTMENT NUMBERING SYSTEM

STA#	STATION/LOCATION	DESIGNATOR	FREQ.
100	- "CONFIRE" - Mutual Use Equipment		
200	- West SB Vly Fire Agency <Overhead>	Green	154.190
300	- Central Vally FPD <Equipment>	Green	154.190
400	- Colton City	Green	154.190
600	- San Bernardino City	Orange	154.385
700	- Redlands City	Green	154.190
800	- Rialto City	Green	154.190
1100	- Loma Linda City	Green	154.190
1200	- Norton AFB	Green	154.190
1600	- Chino FPD <Equipment>	Blue	154.025
1700	- Montclair City	Blue	154.025

1800 - Ontario City	Blue	154.025
1900 - Upland City	Blue	154.025
2100 - Foothill FPD	Blue	154.025
2200 - Mt Baldy VFD	Green	154.190
2900 - Big Bear City FPD	Green	154.190
3100 - Big Bear Lake FPD	Green	154.190
3300 - Lake Arrowhead FPD	Mtn Yellow	33.640
3400 - Wrightwood FPD	Mtn Blue	33.440
3500 - Forest Falls FPD	Mtn Yellow	33.640
3600 - Running Springs FPD	Mtn Yellow	33.640
3700 - Arrowbear Lake FPD	Mtn Yellow	33.640
3800 - Green Valley Lake FPD	Mtn Yellow	33.640
4000 - Hesperia FPD	Desert Yellow	154.070
4100 - Daggett FPD	Desert Yellow	154.070
4200 - Adelanto City	Desert Yellow	154.070
4300 - Victorville City	Desert Yellow	154.070
4400 - Argus FPD	Desert Yellow	154.070
4500 - Searles Valley FPD	Desert Yellow	154.070
4600 - Apple Valley FPD	Desert Yellow	154.070
4700 - Barstow FPD	Desert Yellow	154.070
4900 - Yucca Valley FPD	Desert Yellow	154.070
5000 - Twentynine Palms FPD	Desert Yellow	154.070
5100 - Lucerne Valley FPD	Desert Yellow	154.070
5500 - Yermo FPD	Desert Yellow	154.070
5600 - Hinkley FPD	Desert Yellow	154.070
5700 - Baker FPD	Desert Yellow	154.070
6000 - Newberry Springs FPD	Desert Yellow	154.070
6100 - Riverside CDF	Riv Local West	151.385
	Riv Local East	151.175
6200 - Owens Valley CDF	CDF State Net	151.355
6300 - San Diego CDF	San Diego Local	151.190
6400 - Orange County Fire	CDF State Net	151.355
6500 - San Bernardino CDF	SB Local West	151.445
	SB Local East	151.325
8100 - Marine Center Fire	Desert Yellow	154.070
8200 - Edwards AFB	Desert Yellow	154.070
8300 - George AFB	Desert Yellow	154.070
8400 - USMC Barstow	Desert Yellow	154.070
8500 - Fort Irwin	Desert Yellow	154.070
8900 - Goldstone Station	Desert Yellow	154.070
USFS - San Bernardino	Forest Net	171.475

MISCELLANEOUS FREQUENCIES

IDENTIFIER	ASSIGNMENT/USAGE	FREQ.
Brown	HT Tactical Net - Countywide	153.830
OES White #1	Statewide Mutual Aid	154.280
OES White #2	Statewide Mutual Aid - Tactics	154.265
OES White #3	Statewide Mutual Aid - Tactics	154.295
County Red	Countywide Mutual Aid	154.325

REPEATER LOCATIONS

SB LOCAL WEST 1	Cajon Summit	REGION NET 1	Santiago Peak
SB LOCAL WEST 2	Strawberry Peak	REGION NET 2	Strawberry Peak
SB LOCAL WEST 3	Ord Mountain	REGION NET 3	Cuyamaca*
SB LOCAL WEST 4	Keller Peak	REGION NET 4	Yucca Valley
SB LOCAL WEST 5	Vacant	REGION NET 5	Hot Springs*
SB LOCAL EAST 1	Vacant	STATE NET 1	Santiago Peak
SB LOCAL EAST 2	Onyx Peak	STATE NET 2	Strawberry Peak
SB LOCAL EAST 3	Ord Mountain	STATE NET 3	Cuyamaca*
SB LOCAL EAST 4	Yucca Valley	STATE NET 4	Boucher*
SB LOCAL EAST 5	Black Peak	STATE NET 5	Frost Peak

*Located in San Diego

OES Fire Channel 1, Tone 1 Strawberry Peak
OES Fire Channel 1, Tone 2 Cuyamaca <San Diego>
OES Fire Channel 2, Tone 2 Santiago Peak

FROM ED VON NORDECK:

CALIFORNIA DEPARTMENT OF FORESTRY STATION ASSIGNMENTS
SAN BERNARDINO COUNTY

STATION/LOCATION	EQUIPMENT	STATION/LOCATION	EQUIPMENT
Station 1 Headquarters	E1,E6580 T6540	Station 27 Blue Jay	E27 WT27
Station 2 Devore	E2 E6581	Station 28 Valley of Enchantment	E28 WT28
Station 3 Etiwanda		Station 29 Lake Gregory Shop	OES161
Station 4 Helendale	E4 S4	Station 30 Rim Forest	E30 WT30
Station 5 Hesperia	E6562,T6541 E6577	Station 31 Needles	E31,E231,E331 WT31,A31,A231
Station 6 Highland	E6,E206 S6	Station 32 Morongo Valley/West	E32
Station 7 Loma Linda	E6582	Station 33 Morongo Valley/East	ATK33 WT33
Station 8 Lucerne Valley	E6578	Station 34 Park Moabi	E34 WT34
Station 9 Mentone	E9 E209	Station 35 Havasu Landing	E35 E235
Station 10 Phelan	E10 E6584	Station 36 Joshua Tree	E36,E236,S36 WT36,Recon36
Station 11		Station 37 Mtn View Acres	E37 E237
Station 12 San Antonio	E12 E6586	Station 38 Pioneertown	E38
Station 13 Yucaipa	E13,E6576 S13,E6583	Station 39 Oak Glen	ATK39
Station 14 Yucca Valley	E6560 E6579	Station 40 Oak Hills	E40 S40
Station 15 Angelus Oaks	E15,S15 E215	Station 41 Wonder Valley/West	E41,P41 WT41,S41
Station 16 Baldy Mesa	E16	Station 42 Wonder Valley/East	WT42
Station 17 Big River	E17	Station 43 Johnson Valley	E43,WT43 ATK43

Station 18 Crafton Hills	E18 E218	Station 44 Copper Mtn Mesa	E44
Station 19 Landers	E19 E219	Station 45 Daggett	E45
Station 20 Lytle Creek	E20 E220	Station 46 Harvard	E46
Station 21 Parker Dam	E21 E221	Station 47 Chino Hills	E6585
Station 22 Spring Valley Lake	E22	Station 48 Summit Valley	WT48
Station 23 Grand Terrace	E23,S23 OES163	Station 49 Fawnskin	E49,E249,Rec49 WT49,Rescue49
Station 24 Cedarpines Park	E24	Station 50 Running Springs #2	E50 WT50
Station 25 Crestline	E25,E225,A25 Rec25,LDR25	Station 51 Running Springs #1	E51,E251,T51 A51,Prev51 SnoCat51,U51
Station 26 Twin Peaks	E26,SnoCat26 E226,LDR26	Station 52 Boron Prison	E52 E252

<REV 7-1-84>

FROM HUBERT <CA-SR-009>:

SANTA BARBARA AREA FREQUENCIES

<POLICE>		<AMBULANCE>	
SB <green>	460.100	911 EMS	47.580
SB <red>	460.400	SB <dispatch>	462.975
SB <yellow>	460.325	SB <mobile>	467.975
Sheriff <county>	460.275	Cottage Hos.<base>	463.050
Sheriff <SB>	460.325	Cottage <mobile>	468.050
CHP SB <green/h>	42.540	St Fran. <base>	463.100
CHP SB <green/m>	42.240	St Fran. <mobile>	468.100
CHP <state/extend>	154.905	Goleta Hos <base>	463.000
CHP <state/mobile>	42.180	Goleta Hos <mobile>	468.000
CHP <state/base>	42.340		
CHP <Buellton,SLO/b>	42.560	<FIRE DEPARTMENTS>	
CHP <Buellton,SLO/m>	42.720		
SB & SLO Cnty <red>	460.050	SB City <green>	154.445
SB Jail	453.325	SB City <blue>	154.190
Carpinteria	460.175	SB County <red>	153.905
UCSB <1st>	155.445	SB County <green>	153.980
UCSB <2nd>	155.505	SB County <yellow>	153.770
		Ventura Cnty	154.010
<AIRCRAFT>		SLO County	154.385
		Carpinteria	154.190
SB Airport Patrol	453.950	SLO City	154.205
SB Tower	119.700	Lompoc	154.430
SB Approach	125.400	Santa Maria	154.445
SB Flight Serv.	122.300	Orrcutt	154.190
SB Ground	121.700	OES Fire <red>	154.160
Vandenburg	124.950	OES Fire <white>	154.280
Vandenburg <crash>	173.587	USFS <air disp>	168.625
ATIS	125.100	Search and Rescue	155.160

<US FOREST SERVICE>		<MISCELLANEOUS>	
Los Padres	170.550	Southern Pacific	161.550
State Net, CDF	151.355	Amtrak	452.900
Blue Air Net	151.280	Cal Trans	47.180
CDF - SLO	151.325	S.Cal Gas	153.425
UHF Link <LPNF>	415.325	Fish and Game	151.430
CDF Region 5	151.445	SP Security	161.220
		Edison Co	158.130
<MARINE CHANNELS>		Weather <SB>	162.400
		Flood Control	45.320
Intership Safety	156.300	Parks and Rec.	44.720
Port Operations	156.600	SB City College Sec.	461.250
Nat Distress	156.800	Flood Control	45.080
Coast Guard	157.050	Inter City, Law Net	453.675
Coast Guard	157.100		
Marine Op	161.850	<Hubert believes UCSB's Olympic	
Harbor Patrol	156.600	Village to be on 501.4875>	

PUBLIC SAFETY — GREAT LAKES:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Illinois, Indiana, Wisconsin, Michigan, Kentucky, and Ohio:

Jack Waterman, 466 Kings Way, Mundelein, IL 60060

NO COLUMN THIS MONTH

Railroads

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad radio system details, and related questions to:

Bill Farmer, P.O. Box 1838, Thousand Oaks, CA 91360

Hello again from the RCMA Railroads Column. For this month's issue we received notes from Earl (MO-021), Scott (GA-005), and Bill (FL-137). Bill reports that he was in Madison, GA last October and found that the Georgia Railroad channels were still active. He says Madison is a good railroad town as Georgia RR, Southern, and Seaboard all come through town on side-by-side tracks, and the traffic is quite heavy. Everything is all together on one five-mile stretch of six tracks. Bill also sent a computer printout of installations along Seaboard's Miami Subdivision which we'll include this month.

Bart Bartholomai (GA-010) sent Bill a report that Southern Railway is using 161.115 for rear-of-train telemetry equipment on trains without cabooses. (Bill is our Public Safety-Southeast editor.) Several railroads are proceeding with plans to eliminate cabooses, including Southern Pacific which began running cabooseless trains with telemetry equipment between Los Angeles and Houston last August 16th. We would like to write an article on the new telemetry equipment which is rapidly coming into use. If anyone has information on this subject, please send it to us.

SEABOARD SYSTEM RAILROAD - MIAMI SUBDIVISION

by BILL MAULDIN (FL-137)

Bill has been doing some research on Seaboard Railroad defect detectors. In the process, he is compiling data on the locations of various radio installations along Seaboard's lines. These include trackside base stations which are remotely operated by the dispatcher in Jacksonville, base stations at freight offices (agencies), and automatic defect detectors which transmit their reports by radio to the passing trains. Some of these, in addition to checking for defects, count the number of axles on a train and report the total count via radio.

One of the first areas worked on by Bill is the Miami Subdivision of the Jacksonville Division. This is the former Seaboard Air Line route from Wildwood, FL to Miami via Winter Haven. It is currently used by Amtrak trains #91 and #92, the Silver Star. The portion south of Auburndale, FL is also used by Amtrak #97 and #98, the Silver Meteor, and by #895 and #896, the Silver Palm.

Bill has listed the radio installations in the order one would encounter them when traveling southward over the line. Other places of interest are included and identified by their milepost locations. The mileposts are located alongside the track and indicate the distance from Richmond, VA. By referring to this list, an Amtrak traveler would be able to keep track of his location, to know what places of interest were upcoming and what radio channels to monitor. If only we could have such a list for every Amtrak route nationwide!

Milepost	Installation
761.1	Radio - Trackside - Dispatcher, F2 161.100MHz
761.2	Wildwood (Yard) - Radio: F2 161.100 MHz
761.5	Start of two tracks Start of Block Signal System (extends to MP 1031.6)
766.0	End of two tracks
766.1	Coleman
767.3	Miami Storage Track, 90 car capacity, opening both ways
769.3	Defect Detector "Sumterville FL" - Detect & Count
769.8	Ballenger Spur, 29 car capacity, opening south
777.3	Center Hill - Signaled Siding
781.4	Center Hill siding, 9 car capacity, opening south
781.9	Mabel
782.5	Tarrytown Spur - opening north (5.5 miles long)
791.5	Defect Detector "Bay Lake FL"-Detect & Count (F2 161.100 MHz) Radio - Trackside - Dispatcher, F2 161.100 MHz
792.7	Bryan - Signaled Siding
802.7	Poyner siding, 17 car capacity, opening north
808.4	Flanders - Signaled Siding
812.2	Defect Detector "Polk City FL" - Detect & Count (F2 161.100)
815.7	Noxon
820.0	Radio - Trackside - Dispatcher, F2 161.100 MHz
820.1	Auburndale (Yard) - Radio (Agency) F2 161.100 MHz
820.5	Crossing Southbound, Interlock normally southbound
826.2	Winter Haven (Yard) - Spur for Winter Haven/Gordonville Amtrak Depot
829.3	Defect Detector "Winter Haven FL"-Detect & Count (F2 161.100)
835.8	West Lake Wales (Yard) - Signaled Siding - Radio (Agency) F2
835.9	Alcoma Spur (11.4 miles) 161.100 MHz
846.7	West Frostproof - Radio (F2 161.100 MHz) - Signaled Siding (Old depot - east side)
847.5	Radio - Trackside - Dispatcher, F2 161.100 MHz
847.9	Defect Detector "West Frostproof FL" - Detect & Count (F2
858.2	Avon Park (Yard) 161.100 MHz)
862.3	Hartt - Signaled Siding
865.4	Defect Detector "Sebring FL" - Detect & Count
865.9	Avon Park Spur (3.0 miles) - opens south
867.1	Radio - Trackside - Dispatcher, F2 161.100 MHz
867.2	Sebring (Yard) - Radio, F2 161.100 MHz - Amtrak Depot
867.4	Crossing, protected by "stop" boards
870.6	Ridge - Signaled Siding
874.0	Sebring Industrial Park, 179 car capacity, opening south
879.2	Lorida, 9 car capacity, opening north
884.1	Planes - Signaled Siding
888.7	Defect detector "Cornwell FL"-Detect & Count-(F2 161.100 MHz)
892.3	Ft. Basinger - Radio - Signaled Siding
893.0	Radio - Trackside - Dispatcher, F2 161.100 MHz
901.9	Mildred - Signaled Siding
908.7	Okeechobee (old depot), Radio (Agency) F2 161.100 MHz
911.2	Defect Detector "Okeechobee FL" - Detect & Count - F2 161.100
914.1	Sherman - Signaled Siding
914.9	Radio - Trackside - Dispatcher, F2 161.100 MHz
921.4	Fredrick Siding, 13 car capacity, opening north
922.2	Florida East Coast RR crossing track
925.2	Zana

Milepost	Installation
931.3	Defect Detector "Indiantown FL" - Detect only (F2 161.100 MHz)
933.1	Steel siding, 28 car capacity, opening both ways
936.1	Radio - Trackside - Dispatcher, F2 161.100 MHz
936.3	Indiantown - Signaled Siding
937.2	Drawbridge - St. Lucie Canal, attended 0600-2200 ET
937.3	Elliott Spur, 9 car capacity, opening south
945.3	Apix siding, 27 car capacity, opening south
948.3	United
952.1	Defect Detector "Delta FL" - Detect only - F2 161.100 MHz
955.7	Delta - Signaled Siding
963.7	Dyer
965.6	Mission Spur, 27 car capacity, opening north
967.8	Northwood
969.8	Florida East Coast RR crossing track, normally locked southbound. Radio - Trackside - Dispatcher, F2 161.100 MHz
969.9	West Palm Beach (Yard) - Radio F2 161.100 MHz - Amtrak Depot
973.3	Defect Detector "West Palm Beach FL"-Detect only - F2 161.100
976.5	Lake Worth (old depot)
978.9	Lantana siding, 11 car capacity, opening north
983.0	Boynton Beach (old depot)
987.5	Delray Beach (Amtrak Depot)
988.5	Radio - Trackside - Dispatcher, F2 161.100 MHz
991.4	Yamato
992.4	Defect Detector "Yamato FL" - Detect & Count (F2 161.100 MHz)
994.7	Boca Raton siding, 19 car capacity, opening south
998.3	Deerfield Beach (Amtrak Depot)
1004.0	Pompano Beach (Yard)
1007.2	Run-around track, 22 car capacity, opening both ways
1008.1	Prospect Road siding, 12 car capacity, opening south
1009.0	Mid River siding, 19 car capacity, opening both ways
1011.0	Carmen
1012.3	Ft. Lauderdale (Amtrak Depot) (Yard) - Radio: F2 161.100 MHz
1012.4	Radio - Trackside - Dispatcher, F2 161.100 MHz
1013.2	Defect Detector-"Ft. Lauderdale FL" - Detect only (F2 161.100)
1014.0	Drawbridge - South Fork New River - Attended full time
1015.1	Port Everglades Junction Spur, opening south
1016.4	Dania
1018.2	Run-around track, 28 car capacity, opening both ways
1019.7	Hollywood (Amtrak Depot)
1021.5	Hallandale siding, 36 car capacity, opening both ways
1025.7	Miami Plantation (Yard)
1030.0	Opa-Locka
1033.2	Hialeah (Amtrak Depot) (Yard) - Radio Radio - Trackside - Dispatcher, F2 161.100 MHz
1034.2	Iris - Florida East Coast RR crossing track - normally protect southbound
1036.3	Hialeah (old depot)
1040.0	Miami (Yard)

Total 278.8 miles

AMTRAK "CRESCENT" AND "CAROLINIAN"

Scott Textor (GA-005) is planning an Amtrak trip from Atlanta to New York City and asks what railroad company's lines, other than Norfolk Southern, do the passenger trains run on between Atlanta and New York City's Penn Station. He also would like to know if he can plug in a scanner on the train. Scott got a prompt answer to his questions by enclosing a self-addressed stamped envelope. This seems like a good time to remind all members that the Railroads Column adheres to the RCMA policy stated in item number 5 on the inside front cover of the Newsletter: if you require a reply by mail, please enclose a SASE. Of course all correspondence we receive is answered in the column; it just takes longer.

To answer your first question, Scott, Amtrak's "Crescent" trains run on Norfolk Southern (former Southern Railway route) all the way from New Orleans to Washington, DC. Atlanta is about the halfway point. From Washington to New York City, Amtrak itself owns the tracks, but does not have its own radio frequencies. On this segment the Conrail road channel #1 is used.

While we're on the subject of which railroads are used by Amtrak

trains, there is a new train called the "Carolinian" between Charlotte, NC and New York City. It operates on the Southern Railway main line from Charlotte to Greensboro, then over a Southern branch line to Raleigh. From there to Richmond, VA the train runs on the Seaboard System (former Seaboard Air Line route), and at Richmond the cars are added to the "Palmetto" train which comes from Savannah, GA. The combined "Palmetto/Carolinian" then runs to Washington, DC on the Richmond, Fredericksburg & Potomac, and continues to New York on Amtrak.

AMTRAK (New York City-Washington, DC):

160.800	Ch 1 Conrail Road #1
161.070	Ch 2 Conrail Road #2

NORFOLK SOUTHERN (SOUTHERN RAILWAY):

160.950	Ch 1 Road
160.245/160.830	Ch 2 Dispatcher

RICHMOND, FREDERICKSBURG & POTOMAC:

161.550	Ch 1 Road & Dispatcher to Trains
161.490	Ch 2 Trains to Dispatcher

SEABOARD SYSTEM:

160.590	Ch 1 Road (ex-ACL lines)
161.100	Ch 2 Road (ex-SAL lines)

When traveling in sleeping cars, it is easy to plug in a scanner since each room has a 120-volt outlet. In the coach cars, there is only one outlet on each side of the car, located on the wall about a foot above the floor. When boarding at Atlanta, the seats with outlets may already be occupied, but when boarding at New York there may be time to look for an outlet and sit in the seat next to it. Unfortunately we do not know which seat numbers have outlets on the single-level coaches used for the "Crescent." For our readers who are planning to travel on western trains which use bi-level Superliner equipment, we can tell you which seats have AC outlets on the 34000-series coaches: downstairs seats 77-78; upstairs seats 51-52 and 29-30. By the way, Amtrak requests that passengers use headphones when listening to radios or tape players.

Scott says the Amtrak baggage handler at Peachtree Station in Atlanta has a hand-held transceiver which is not on the Southern road frequency (160.950). He asks what frequency is being used by Amtrak in Atlanta. We do not know, but suggest trying 457.900, which is licensed to Amtrak for nationwide use. Also 452.900 might be one to check. If anyone knows Amtrak's frequency in Atlanta, please let us know what it is.

In closing, Scott includes his suggestion for a name for the RCMA Newsletter: "Stick It in Your Ear"! Nice try, Scott, but I just don't think it'll fly. —Bill

ILLINOIS & MISSOURI

New member Earl Morris (MO-021) writes to ask for some frequency listings in Missouri and Illinois, and is very interested in Amtrak. He didn't enclose a self-addressed stamped envelope, but did offer to pay for copying and postage. In this case, since Earl offered to pay the postage, we have sent him a copy of this listing in the mail.

For a list of road channels used by Amtrak trains, see our January 1985 column. For Amtrak's frequencies in Chicago, see our February 1985 column. We don't have space to list every frequency in Missouri and Illinois, but here are the more important ones, plus some Amtrak channels:

160.770	Alton & Southern road
161.175	Amtrak carmen-Kansas City
160.755	Amtrak carmen-St. Louis
161.265	Amtrak carmen-St. Louis
452.900	Amtrak terminal operations-St. Louis
160.500	Belt Railway of Chicago road
161.100	Ch 1 Burlington Northern road-except former Frisco

161.160	Ch 2	Burlington Northern road-former Frisco lines
161.415		Burlington Northern yard-St. Louis-former Frisco
160.230	Ch 1	Chessie System road
160.320	Ch 2	Chessie System
160.530	Ch 3	Chessie System yard
161.160	Ch 4	Chessie System yard
160.950		Chicago & Illinois Midland
160.770		Chicago, Milwaukee, St. Paul & Pacific
160.890		Chicago & North Western road
160.335		Chicago Short Line
161.355		Chicago, South Shore & South Bend road
160.800	Ch 1	Conrail road
161.070	Ch 2	Conrail road
160.350		Elgin, Joliet & Eastern road
160.590	Ch 1	Grand Trunk Western road
160.530	Ch 2	Grand Trunk Western dispatcher
161.190	Ch 1	Illinois Central Gulf road (ex-IC lines)
160.920	Ch 2	Illinois Central Gulf road (ex-GM&O lines)
160.350		Illinois Terminal road
160.980	Ch 1	Indiana Harbor Belt road
161.070	Ch 2	Indiana Harbor Belt road
160.215		Kankakee, Beaverville & Southern
160.260		Kansas City Southern road & dispatcher to trains
160.350		Kansas City Southern trains to dispatcher
161.310		Kansas City Terminal road
161.010		Kansas City Terminal dispatcher
160.635		LaSalle & Bureau County
161.370		Louisville & Nashville road & disp to trains
161.520		Louisville & Nashville trains to dispatcher
160.740		Manufacturer's Railway road-St. Louis
161.475		Manufacturer's Junction-Chicago
160.590		Missouri-Kansas-Texas road
160.410		Missouri Pacific road
160.470		Missouri Pacific yard
160.440	Ch 3	Norfolk & Western road
161.610		Northeast Illinois Regional Commuter RR road (Chicago to Joliet IL-ex Rock Island line)
160.590		Oklahoma, Kansas & Texas road
160.470		Peoria & Pekin Union road
160.425		Prairie Central
161.265		Prairie Trunk
160.650		Santa Fe road-except former TP&W
161.400		Santa Fe road-former TP&W line
160.950	Ch 1	Southern Railway road
160.245/160.830	Ch 2	Southern Railway dispatcher
161.550		St. Louis Southwestern (Cotton Belt) road
160.680/161.400		St. Louis Southwestern (Cotton Belt) PBX
160.500		Terminal Railroad Association of St. Louis road
160.845/160.290		Terminal Railroad Association of St. Louis PBX

Until next month, happy monitoring! —Gary & Bill

RCMA SPECIAL FEATURE RCMA

RURAL MONITORING: BIG AIN'T NECESSARILY BETTER

by

Mark W. Johnson, ID-Ø12, N7DYS

What is the ideal location for a monitoring post? The obvious answer is as near the center of your monitoring interest as possible. For the aeronautical buff this would be in the vicinity of a large airport and for the fan of federal agencies it would be Washington, D.C.

Since we can't all live in an ideal location we are forced to do the best we can--often in seemingly impossible situations. Such is the case with the rural monitor.

DEFINITION OF TERMS

At the outset some terms need to be defined. The first, rural, refers to

". . . the country, country people or life or agriculture . . ." (Webster's Seventh New Collegiate Dictionary, p. 754). Some of the more colorful words and phrases used in other definitions are rustic, pastoral, boonies, middle of nowhere, and wide spot in the road.

The next term appears in the masthead of the newsletter each month and in the club name so it should be familiar. Monitoring is the act of checking, ". . .(as a radio or television signal or program) by means of a receiver for quality or fidelity to a band or for military, political, or criminal significance. . ." (Webster's Seventh New Collegiate Dictionary, p. 547). Two words, hobby purposes, should be added to the definition in order to avoid giving the impression that monitors are a bunch of gung-ho, radical lawbreakers.

Based on the preceding information rural monitoring, then, is the act of checking a receiver for communications activity from out in the boonies. Right? Not entirely. While it does refer to monitoring the various agencies and services operating in rural areas it also concerns monitoring these and other agencies and services from a rural area.

DEFINITION OF A RURAL AREA

A rural area is not something just outside of or immediately adjacent to the city limits and it is not the suburbs. For the purposes of this article a rural area is any area that is characterized by isolation from a sizable urban center and has some type of agriculture as its principal occupation. The area in which I live is a good example of this.

Camas County is located in south-central Idaho about halfway between Boise and Idaho Falls. It has a land area of 1,071 square miles but a total population of only 818 (1980 census figures). The only town, Fairfield, has a population of about 400. The county is at 5,000 feet elevation and surrounded by mountains. Agriculture is the major industry.

The area can be reached by only two highways--U.S. 20 and State 46--both of which are closed occassionally during the winter by heavy snows. Gooding, the nearest city, is 35 miles away. Camas County is, quite obviously, a very rural area!

COMMUNICATIONS ACTIVITY

Only five frequencies are used by the six agencies operating within the county. These are listed in Table 1. However, to date, I have logged a total of 89 frequencies from this isolated area.

Rather than list all the frequencies in one lump, I will list them according to six basic categories plus amateur and mobile telephone. Some of the users, particularly those in the Industrial Radio Service, are still unidentified and will probably remain so for some time since callsigns and identifications are rarely used. Where this is the case the listing is followed by "Unid."

THE SHACK

In spite of a less than ideal location I don't have to use highly sophisticated receivers or massive directional arrays to enjoy some pretty good monitoring. In fact, many of the frequencies can be monitored with the built-in telescoping antennas on my scanners. This is due to the widespread use of repeaters by most agencies and services in the area.

For general monitoring I use a Bearcat 210 and a Realistic PRO-2020 which are connected to a Wineguard "T" antenna at 15 feet. I cover the two meter band with a Yaesu FT-227R transceiver and an Isopole Jr. antenna mounted at 20 feet.

CONCLUSIONS

Rural monitoring isn't for everyone and there are some major drawbacks. First, there are fewer agencies, services and frequencies to choose from. Second, some prime frequencies may be inaudible due to distance from repeater or transmitter sites. Third, it's hard to find good frequency lists for most rural areas. Fourth, you are isolated from other monitors.

In spite of the drawbacks there are some advantages to rural monitoring. First, it's easier to specialize in one or two agencies or services because of fewer frequencies in use. Second, there is less interference and electrical noise. Third, there are no antenna restrictions. Fourth, the agencies and services are generally more open to questions about their operations.

TABLE 1

Local Agencies & Services: Camas County, Idaho

Camas County Road & Bridge	159.165 MHz
Camas County School District #121: Shares with above agency.	
Soldier Mountain Ski Patrol	155.175
Sawtooth National Forest: Fairfield Ranger District	162.025
Idaho Department of Transportation: Fairfield District maintenance crew	453.050
Camas County Sheriff	460.475

PUBLIC SAFETY

Total Active Frequencies: 16

39.820 MHz	Gooding County Sheriff: Gooding, ID
154.040	City of Jerome: Jerome, ID
154.415	Ketchum Fire Department: Ketchum, ID
154.445	Pocatello Fire Department: Pocatello, ID
155.055	Elko County: Elko, NV
156.165	Unid.
159.165	Camas County Road & Bridge and Camas County School District #121: Fairfield, ID
159.315	Idaho Fish & Game: Car-to-car
159.330	Idaho Fish & Game: Jerome, ID
159.390	Idaho Fish & Game: Boise, ID
453.050	Idaho Department of Transportation: Highway maintenance crews in most of southern Idaho
460.150	Blaine County Sheriff: Hailey, ID
460.200	Idaho State Police District #4: Twin Falls, ID
460.225	Gooding County Sheriff: Gooding, ID (Intermittent use of this frequency)
460.275	Camas County Sheriff: Car-to-car Fairfield, ID
460.475	Elmore County Sheriff: Mtn. Home, ID (Shared with Camas County Sheriff)

SPECIAL EMERGENCY

Total Active Frequencies: 4

154.055 MHz	Magic Valley Memorial Hospital: Twin Falls, ID
155.175	Soldier Mountain Ski Patrol: Fairfield, ID
155.280	Idaho State EMS: F-2
155.340	Idaho State EMS: F-1

LAND TRANSPORTATION

Total Active Frequencies: 4

157.560 MHz	Unid.
157.680	Unid.
160.290	Union Pacific Railroad: PBX
160.740	Union Pacific Railroad: Dispatcher

INDUSTRIAL RADIO

Total Active Frequencies: 21

151.520 MHz	Unid.
151.550	Unid.
151.745	Unid.
151.865	Unid.
151.985	Mountain Bell Telephone: Maintenance
152.975	Gwinn Rice Ranch: Hill City, ID
152.990	Unid.
153.185	Unid.
153.530	Idaho Power Company: Twin Falls, ID (?)
153.590	Idaho Power Company: Twin Falls, ID (?)
153.725	Unid.
154.515	Unid.
158.175	Unid.
451.550	Unid.
452.000	Unid.
461.025	Unid.

461.575	Unid.
463.800	Unid.
464.350	Intermountain Communications:Mtn. Home, ID
464.600	Unid.
464.650	Unid.

FEDERAL

Total Active Frequencies: 14

162.025 MHz	Sawtooth National Forest: Used in entire Forest area.
162.400	National Weather Service: Burley, ID
163.025	Bureau of Land Management: Fire
163.075	Bureau of Land Management: Fire
163.125	Bureau of Land Management
163.175	Bureau of Land Management: Fire
163.835	Bureau of Land Management: Fire-scene
163.860	Bureau of Land Management: Burley, ID
163.910	Bureau of Land Management: Shoshone, ID
163.935	Bureau of Land Management: Boise, ID
169.825	U.S. Geologic Survey (?)
170.600	Boise National Forest
171.450	Boise National Forest
172.200	Boise National Forest

AERONAUTICAL

Total Active Frequencies: 11

118.050 MHz	Salt Lake Center: Salt Lake City, UT
119.600	Boise Approach: Boise, ID
122.000	Boise Flight Service: Boise, ID
122.800	Hailey UNICOM: Hailey, ID
126.700	Twin Falls Approach: Twin Falls, ID
130.400	ARINC: San Francisco, CA
131.200	Horizon Air Operations: Boise, ID
131.225	ARINC
131.500	ARINC
132.500	Salt Lake Center: Salt Lake City, UT
134.500	Salt Lake Center: Salt Lake City, UT

AMATEUR

Total Active Frequencies: 5

146.520 MHz	Local Simplex: To 50 miles
146.580	Local Simplex: To 50 miles
146.760	Hanson Butte Repeater: Twin Falls, ID
147.000	Mt. Harrison Repeater: Twin Falls, ID
147.240	Cinnabar Mountain Repeater: Boise, ID

MOBILE TELEPHONE*

Total Active Frequencies: 14

152.090 MHz	152.630 MHz
152.150	152.660
152.210	152.690
152.240	152.720
152.510	152.750
152.540	152.780
152.570	152.810

*Most of these are located in Twin Falls, ID. Other locations are unknown.

Technical Topics

Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions, or even computer applications for monitoring to:

Stephen A. Kayworth, 21551 Kapok Circle, Boca Raton, FL 33433

A Useful Accessory For The HX-1000
You Can Build It Yourself

In the January 1985 "Technical Topics" column I reviewed the Regency HX-1000. One of the few things mentioned as a problem with this unit is the fact that the charging cord plugs into the bottom of the radio, making it impossible to stand the radio up while it is charging. If you want to use the scanner while it is charging, the antenna has to lay in a horizontal position - not good for reception. One solution I mentioned was to build some sort of charging stand so that the radio could be operated in an upright position while still charging the battery. Not one but two such stands were described in a recent issue of the **All Ohio Scanner Club Newsletter** (January 1985, Issue 36, pp. 28 - 29, Author: D. Marshall), and the article is reprinted here with permission of the author.

Building A Charging Stand
For Your Regency HX-1000

Everyone who has a Regency HX-1000 is aware of the fact that this handheld scanner has one serious design flaw. The AC charger plugs into the bottom of the scanner. When the charger is plugged in, the scanner must be layed down. This is fine if you are just recharging the batteries, but if you want to operate it on AC to conserve the battery life, it is a problem. Handheld scanners do not receive very well when laying down unless they are connected to an outdoor antenna, or a UG-306/U right angle adapter is used between the scanner and antenna. Then, when you do have it laying down, you can't see the display.

The best alternative is to build a stand that will hold the HX-1000 vertical, by the belt clip, high enough to allow the charger to be plugged in. A large base on the stand will also prevent accidentally knocking the scanner over. You can build a suitable stand for probably not much more than the cost of a UG-306/U. You will need a tube of "super glue," a hot glue gun, a sharp knife, a fine toothed file, a straight edge for cutting, and a piece of 1/8th inch plexiglass 8 1/2 inches wide by 18 inches long. Most glass shops will sell a peice of plexiglass this size for two or three bucks. I happen to have a piece left over from a garage window repair job.

Plug-in your hot glue gun so that it will be hot when you are ready for it (if you don't have a hot glue, you might try some epoxy cement or some other type of glue, ed.) and cut the pieces of plexiglass as shown ...(see figure 1a).Take the 3 by 8 1/2 inch piece and bevel one end, as shown (see figure 1b), so that the belt clip will slip over it easily and note which side is the front and back. Next, superglue the two triangular pieces to the back, setting them in 1/2 inch from the edge and making sure that the bottom edges are even. Now, superglue this whole assembly to the center of the large square (8 x 8 1/2 inch) piece.

By now, your glue gun should be hot. Run a nice heavy bead of hot glue along both sides of every joint. If you don't want to use white glue on this clear plexiglass, you can get "clear" glue sticks at Sears or any hobby shop that is a Dremel tool dealer. The combination of the super glue and the hot glue makes the joints doubly strong and will lessen the possibility of breakage if the stand is dropped. When something such as this is dropped, it tends to come apart at the joints because some kinds of super glue will not work as well as others with plexiglass. I used SuperGlue Corp. brand, which comes in a yellow bottle with a red cap - available at some Super-X Drugstores. Do not use Elmer's brand - it just will not hold plexiglass. As soon as the hot glue sets-up, the stand is ready to use. I do not recommend that you paint the stand because every time the scanner is put on or taken off of the stand, it will scratch off the paint.

So you say you are going on a vacation trip but don't think that the stand will survive 2000 miles in a suitcase. Notice that when you finished your stand, you had one 3 by 8 1/2 inch piece of plexiglass left over. Go to your near-by friendly hobby shop and buy a block of balsa wood that is at least 2 inches by 3 inchs by 6 inches and a strip of 1/16th inch (balsa) strip (total cost - $1.75 to $2.50).

First, Cut the balsa block into two 3 inch square pieces that are at least 2 inches high. Then, Cut a piece, 3 inches long, of the 1/16th inch strip and glue it to the bottom edge of one of the blocks. This will become the back of this piece. Now, mark the center of the top of this piece (it should be 1 1/2 inches from the back) and drill a 1/2 inch hole through the piece at this mark. Turn the piece upside down, and with a sharp knife, cut a 1/4 inch wide by 1/4 inch deep channel from the hole to one side (see figure 2). Bevel one end of the 3 by 8 1/2 inch piece of plexiglass as you did for the other stand. Now, place the plexiglass between the two balsa blocks and wrap six to eight number 64 rubber bands around it. The charger plug will go through the hole and can be plugged into the scanner. This stand will travel nicely in a suitcase. It is not very pretty and not as sturdy as the plexiglass stand, but it will provide the needed service while traveling. Also, being made out of balsa wood, it won't mar Aunt Edna's highly polished furniture.

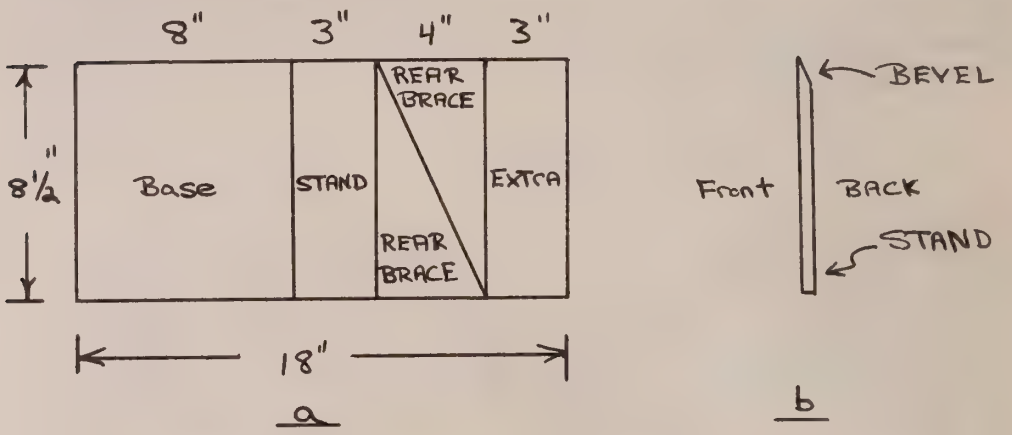


fig. 1

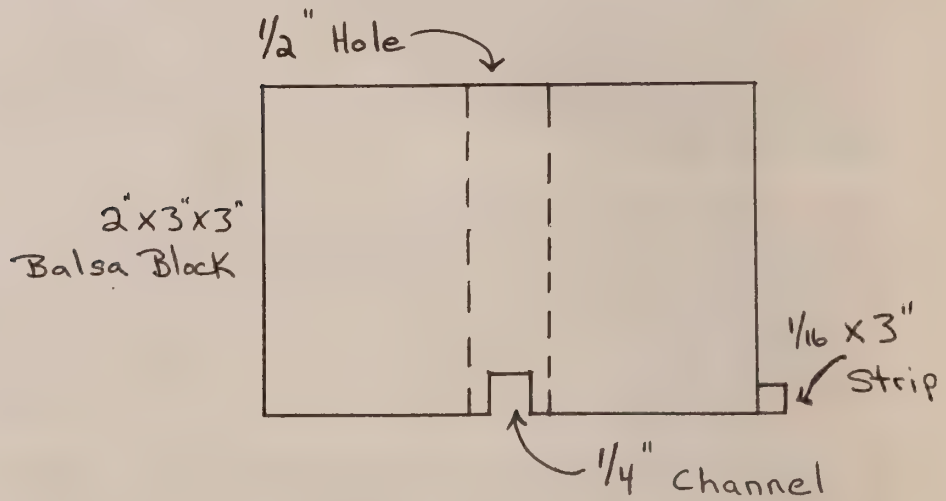


fig. 2

I hope those of you who own the HX-1000 can make use of these plans to build your own charger stand. For those of you who own another brand of portable scanner, see if this design can be adapted to your needs. It might even work as is.

Good luck with the project.

'till next time

Steve

VHF Marine

Send information, articles, frequencies and their use, and questions that relate to private, commercial, and Coast Guard VHF maritime and inland waterways radio communications to:

Emmett L. Baxter, Jr., 4122 Granby St., Norfolk, VA 23504

Hello and welcome to your March 1985 VHF Marine Column.

Our first report comes from Geoff (Eng.-005) and is a follow-up report from last month.Geoff sends the following concerning the English Coast Guard.

The Coast Guard service has a rather different job here than in the United States,I imagine,being primarily concerened with rescue missions rather than with drug,Mexican and Cuban smuggling.

The main Coast Guard frequency is 156.000; this is also used by the RAF Air-Sea Rescue (ASR) helicopters,and lifeboats. The Lifeboat Service is 100% supported by voluntary contributions and all lifeboat men are volunteers (Usually local fisherman).

So the Coast Guards are stationed around our coasts,watching,and if they see anyone in trouble they call out the Lifeboats and/or RAF Helicopters. Or of course the Coast Guards might get a radio call from a vessel beyond the horizon or in fog.

There are two rescue co-ordination centres, at Edinburgh and at Plymouth, for major incidents. They each have four main frequencies:

5680 and 5695 Day

3023 and 3085 Night

So together they cover ships in distress, aircraft in the sea (rarely), mountain rescue and kids who get blown out to sea on airbeds and suchlike.

Our next article comes from Doug (NJ-152).Doug sends in an article from the Sunday Dec.2,1984 Asbury Park Press entitled "Operators of bridges middle men" written by Sherry Conohan.The following is an edited version of the article.

Mariners & Motorists don't always mix.

That statement is probably never more apparent than on a hot summer day when the pavement is steaming and cars are backed up for six blocks to a drawbridge that has opened for a boat.

It's a thankless job said Frank Brennan, supervisor of bridge operations for the state. Brennan oversee 39 drawbridges.

There are five state operated and five county operated drawbridges in Monmouth County.

There are three state operated and two county operated drawbridges in Ocean County.

DRAWBRIDGES:

Bridges	Over	Town
State Bridges - Monmouth County:		
Rt.36 Highlands	Shrewsbury River	Highlands-Sea Bright
Rt.35 Shark River	Shark River	Neptune City-Belmar
Rt.71 Shark River	Shark River	Avon-Belmar
Rt.35 Lower Manasquan	Manasquan River	Brielle-Pt.Pleasant Beach
Rt.70 Upper Manasquan	Manasquan River	Brielle-Brick Township
County Bridges - Monmouth County:		
Main Street	Compton Creek	Belford (Section of Middletown Township)
Oceanic	Navesink River	Middletown-Rumson
Sea Bright	Shrewsbury River	Sea Bright-Rumson
Ocean Ave.	Shark River	Avon-Belmar
Glimmer Glass	Glimmer Glass	Manasquan-Brielle

State Bridges - Ocean County:

Rt. 88 Inland Waterway	Pt.Pleasant Canal	Point Pleasant
Rt. 13 Lovelandtown	Pt.Pleasant Canal	Point Pleasant
Rt. 37	Barnegat Bay	Dover Township

County Bridges - Ocean County:

Beaver Dam	Beaver Dam Creek	Pt.Pleasant-Brick Twnshp.
Mantoloking	Barnegat Bay	Mantoloking-Brick Twnshp.

Most of the above bridges are manned 24 hours a day. The bridge operators say that the biggest problem is to try to coordinate the openings and to not inconvenience the motorists and the boats as little as possible. The Coast Guard has new rules that state that boat owners should lower all lowerable structures like radio antennas and outriggers. Doing this would help reduce bridge openings.

The busiest bridge in the area is the state run bridge on Route 35 over the Shark River.

The most dangerous bridge is the route 88 bridge over the Point Pleasant Canal. This is because of the "hydraulic step" or rapid there. "What this means is that the water actually has a step at certain tides. It's like going up a waterfall."

At the present time a new and taller bridge is under construction beside the old one and will help relieve the boat and traffic congestion.

The article goes on to tell a little about each bridge and its problems. But all bridge operators agree that the boat traffic is on the uprise.

Thanks to Doug for the above article on bridges. As we all know the waters surrounding bridges can be dangerous. Thus communications with most bridges can be made on either 156.650 or 156.800.If you can't hear all the action try real hard. Most bridges have power restrictions of one watt output for short distance comunications only. Every now and then the power is allowed to reach 10 watts on the bridges with FCC approval for special circumstances.

The following is a list of some of the New Jersey Bridges that use 156.650 Mhz.

Burlington-Bristol Bridge - Burlington - WHH-394 - 1 watt/*
Ocean Dr. Middle Thorofare Bridge - Cold Springs - WQZ-342 - 1 watt/*
Sea Bright Shrewbury River Bridge - Freehold - WHF-951 - 1 watt/*
Rts.1 & 9 Hackensack River Bridge - Jersey City - WHG-954 - 1 watt/*
Newark RR Bridge - Newark - KMC-297 1 watt/*
Rts 1 & 9 on Passaic River Bridge - Newark - WHH-329 - 1 watt/*
Drawbridge over Passiac River - Newark - WRV-593 - 1 watt/*
Ocean City Longport Bridge - Ocean City - WQZ-343 - 1 watt/*
Tacony-Palmyra Bridge - Palmyra - WHH-350 - 1 watt/*
Victory Bridge - Perth Amboy - WXZ-357 - 1 watt/*
Navesink River Rumson Bridge - Rumson Bridge - WHD-771 - 1 watt/*
Grassy Sound Drawbridge - Wildwood - WXZ-584 - 10 watts

* Under no exceptions can the power out exceed ten watts.

Our next report comes from Larry (Mi.-001).Larry sends in an article from the Detroit Free Press Sunday Edition of 11/18/84 entitled "Ecologists plan to patrol lakes" by Patricia Montemurri.

Greenpeace International, the worldwide environmental organization whose members have staged highseas confrontations with whale hunters and radioactive waste polluters,wants to patrol the Great Lakes.

The organization's international board in August approved a plan to buy a vessel that would sail the Great Lakes - which account for one-fourth of the Earth's freshwater reserves - and the St.Lawrence Seaway.

"The purpose would be to stop polluters from polluting the Great Lakes and the St.Lawrence Seaway,and to draw attention to it by our non-violent,direct action," said Steve McAllister, the Wasgington-based campaign director for Greenpeace International.

The group hopes to buy a vessel,have it staffed by five or six

members and see it sailing the Great Lakes by next spring,said John Hinck,the Seattle-based Greenpeace toxic projects director.

"TOXIC WASTES is going to be the leading issue in any boat tour of the Great Lakes," said Hinck. "The plan is to couple the physical presence of the Greenpeace vessel with political work in conjunction with the International Joint Commission on the Great Lakes."

Greenpeace has opposed the hunting of sperm whales and seals, and its members have confronted whaling fleets from small rubber boats. In 1982, a Dutch ship carrying radioactive wastes stopped dumping it into the Atlantic after two refuse containers struck a dinghy carrying Greenpeace members.

A Greenpeace sailboat patrols the American Atlantic Coast, drawing attention to pollution in the Chesapeake Bay, where the fishing and clam industries has suffered. Another Greenpeace vessel, with an on-board laboratory, patrols West German rivers.

In patrolling the Great Lakes, Greenpeace wants to focus on how industrial man-made pollutants - airborne from incicerators as well as those dumped directly into the water - are harming water quality and wildlife.

Organizers have been calling enviromentalists in Michigan for suggestions about areas and firms to target.

"It's almost a shell game with toxic wastes," said Hinck, adding that though laws exist to prevent water pollution by industries, much of the enforcement has been lax. The boat, he said, also would be used "as a kind of connector" between American and Canadian interests in the Great Lakes.

The following is a list of frequencies that the FCC has asigned to the Greenpeace Foundation.

Throughout U.S.:

KD-2860 - 122.900,123.100

San Francisco,Ca.:

KMC-237 - 4126.4 kc., 4145.0 kc., 4420.8 kc., 6220.0 kc., 6223.0 kc., 6523.3 kc., 8292.5 kc., 8295.6 kc., 12430.6 kc.,12433.7 kc.,12436.8 kc.,16588.5 kc., 16591.6 kc.,16594.7 kc.,22125.4 kc.,22128.5 kc., 22131.6 kc.,22134.7 kc.,22137.8 kc. 156.350,156.425,156.800,

VHF PROFILE: (West side Lake Michigan (PART 2) - Wisconsin)

Algoma:

Algoma Marine Inc. - KUZ-445 - 156.425,156.450,156.800

Allouez:

Burlington Northern - KSF-720 - 156.500,156.600,156.800

Belgium:

State of Wisconsin - WHF-807 - 156.425,156.800

Brookfield:

Tate Electronics - KIZ-603 - 156.425,156.450,156.800

Green Bay:

Green Bay & Western - KPB-628 - 156.700,156.800
Green Bay Yachting Club - KPB-681 - 156.450,156.800
University of Wisconsin - KZN-514 - 156.425,156.800

Kenosha:

Gatti Boat Sales & Service - KVY-559 - 156.450,156.800
Kenosha Yacht Club - KVL-875 - 156.450,156.800
Villa Marine - WHU-414 - 156.450,156.800

Manitowoc:

Manitowoc Yacht Club - WHF-767 - 156.350,156.425,156.800

Milwaukee:

Associated Fishing - KIY-712 - 156.800,156.900
Walfrid A.Friedman - KXS-391 - 156.450,156.800
Jerry C. Inc. - WXZ-539 - 156.425,156.800
City of Milwaukee - KFT-312 - 156.500,156.600,156.800
KZN-488 - 156.600,156.650,156.800
Milwaukee Yacht Club - KWS-585 - 156.450,156.800
South Shore Yacht Club - KYI-921 - 156.450,156.800
University of Wisconsin - KBK-365 - 156.450,156.800,161.600

Port Washington:

City of Port Washington - WQX-661 - 156.450,156.800
Lorain Electronics - KVY-605 - 156.800,156.850,161.875,161.975
Middle Coast Marine - WQX-618 - 156.425,156.800,156.900
Movin on Charters - WQB-381 - 156.800,156.900
Ozaukee County - WQB-402 - 156.425,156.450,156.600,156.800
Smith Bros of Port Washington - KQU-375 - 156.450,156.500,156.800
Syntec Inc. - WRV-396 - 4420.8 kc.,6220.0 kc.,8292.5 kc.,12,430.6 kc.
156.425,156.450,156.800

Racine:

Custom Sails - KAE-888 - 156.425,156.600,156.800
Fifth St.Yacht Club - WHD-510 - 156.450,156.600,156.800
Harbor Lite Yacht Club - KVY-744 - 156.425,156.800
James J.Mauer - KXE-306 - 156.500,156.800
Palmer Johnson Inc. - WQB-494 - 156.450,156.600,156.800
Racine County Water - KZV-717 - 156.425,156.800,156.850
Racine Yacht Club - WXZ-504 - 156.425,156.600,156.800

Sheboygan:

First Sheboygan Corp. - WDT-593 - 156.425,156.800
Daniel V. Johnson - WHD-837 - 156.800,156.900
Sheboygan Yacht Club - KVL-868 - 156.425,156.800
Wharf-Sheboygan Inc. - WHF-765 - 156.800,156.900

Sister Bay:

Village of Sister Bay - WHU-284 - 156.425,156.800

South Milwaukee:

South Milwaukee Yacht Club - KYJ-596 - 156.450,156.800

Sturgeon Bay:

Bay Electronics - KXS-263 - 4420.8 kc.
156.450,156.800
Bay Shipbuilding Corp. - KVR-486 - 156.450,156.800
Door County - WXY-906 - 156.600,156.650,156.800
Selvick Marine Towing - WXZ-253 - 156.500,156.725,156.800
Sturgeon Bay Yacht Haven - WQZ-381 - 156.450,156.800

Two Rivers:

Great Lakes Electronics - WHZ-312 - 156.800,156.950
Daniel P. LeClair - KXE-301 - 156.800,156.950
Manitowoc Two Rivers - KVY-613 - 156.425,156.800,156.975

Sure Knot Charter - KMC-979 - 156.425,156.800,156.975
Stop N Dock Marina - WHU-311 - 156.425,156.800

Washington:

Willard G.Krueger,Jr. - KYH-812 - 156.450,156.800
Njord Heim Marina Inc. - KTD-584 - 156.425,156.800
Shipyard Island Marina - WHG-947 - 156.450,156.800

West Allis:

Great Lakes Towing Co. - WHU-343 - 156.500,156.600,156.800,156.900

Well thats it for this month. I do need further material for the upcoming months. Next month Jim (Ca-SF-030) will give an update on the San Francisco area along with other items.
See you next month. --------WRITE--------

This column is for the exchange of space communications systems (manned or unmanned), frequency information, orbital data, hobby receiving equipment and antennas. Questions and column input pertaining to Space Communications Monitoring should be sent to:

Larry Van Horn (TN-014),1111 N. Carrier Pkwy., B-107, Grand Prairie, Texas 75050.

No column this month

RCMA

• NEW MEMBERS LIST •

CAIM001	LUNA, GUILLERMO:	1249 HAMILTON AVE, EL CENTRO, CA 92243
CALA603	MORRIS, J T:	8352 STEWART AVE, WESTCHESTER, CA 90045
CAOR288	MESSINGER, BRIAN:	880 N WAVERLY ST, ORANGE, CA 92667
SASD068	SILVERMAN, LOUIS:	3258 24 VIA MARIN, LA JOLLA, CA 92037
CASM032	ELLICOTT, DONALD:	220 SANTA INEZ AVE, SAN BRUNO, CA 94066
CAVE030	MCMAHON, WILLIAM:	351 S F ST, OXNARD, CA 93030
GA 056	GERLER, JOHN:	6499 CHATEAU CT #269, RIVERDALE, GA 30274
IA 052	PHILLIPS, DONNA:	LE DON APPALOOSA FARM, PERU, IA 50222
IL 290	ORDOWER, JOSEPH:	3430 N LAKESHORE DR #19M, CHICAGO, IL 60657
IL 291	LINDSTROM, SCOTT:	2201 N VERDE DR, ARLINGTON HGTS, IL 60004
IL 292	JEZEK, RUDOLPH:	5427 S HAMLIN AVE, CHICAGO, IL 60632
IL 293	NELSON, J D:	1057 PECAN CT, NAPERVILLE, IL 60540
IN 088	SPANN, WILLIAM:	1191 KITCHEN RD, MOORESVILLE, IN 46158
MA 152	SZERLAG, PETER:	24 ALBEMARLE ST, ARLINGTON, MA 02174
MD 105	HERBIG, ARTHUR:	17812 VINEYARD LN, DERWOOD, MD 20855
MD 106	BATTAGLIA, TONY:	1203 BLACK FRIARS RD, CATONSVILLE, MD 21228
MI 149	OTTINGER, WALTER:	22411 RIDGEWAY, ST CLAIR SHORES, MI 48080
MI 150	WAGNER, DENNIS:	4407 ROBINHOOD TERR, MIDLAND, MI 48640
MO 091	CARSLICK, LEON:	4622 SANDMARK WALK #2, ST LOUIS, MO 63121
NC 062	HANNA, TOM:	RT 6 BOX 407 WHITAKER RD, FAIRVIEW, NC 28730
NY 300	MIRANDA, JOSEPH:	1 HELLMAN CT, WAPPINGER FALLS, NY 12590
NY 301	HOFFMAN, GARY:	100-30 DE KRUIF PL, BRONX, NY 10475
NY 302	WALSH, BRIAN:	124 AQUEDUCT DR, SCARSDALE, NY 10583
NY 303	SHEAR, SCOTT:	2916 CLUBHOUSE RD, MERRICK, NY 11566

NY 304 FRENCH, JOHM: P O BOX 571, NEW YORK, NY 10003
OH 167 PHILLIPS, MARK: 536 B VALLEY DR, MEDINA, OH 44256
SC 025 YOUNG, THOMAS: 1308 DREW ST, GREENWOOD, SC 29646
TX 156 SMITH, DWIGHT: 1106 RAVENCROFT, GARLAND, TX 75043
TX 157 HAWKINS, HUGH: 940 CREEKVIEW #21, SAN ANTONIO, TX 78219
TX 158 BACON, ROGER:2901 OAKDALE RD, GRAND PRAIRIE, TX 75050
UT 017 BOSWELL, DAVID: P O BOX 12, EPHRAIM, UT 84627
WI 076 SIMONS, DAVID: 2612 MAPLE DR, PLOVER, WI 54467
WI 077 FEEST, TERRY: 2828 A SO 61ST ST, MILWAUKEE, WI 53219
WI 078 THOMAS, GARY: BOX 288B RT 2, TIGERTON, WI 54486

NEED BACK ISSUES OF THE RCMA NEWSLETTER?

Lots (Months/Year)	No. of Issues	Price
Sept 75 - June/July 76 (No Oct or Nov published)	7	$2.00
August - Dec 76 (No Oct published)	4	$3.00
Jan - June 77	6	$4.00
July - Dec 77	6	$4.00
Jan - June 78	6	$5.00
July - Dec 78	6	$5.00
Jan - June 79	6	$6.00
July - Dec 79	6	$6.00

1980-84 issues are available at $1.50 per copy.

Order Total	Include This Amount of Postage
$ 1.50 - $ 5	$1
$ 5.50 - $10	$2
$10.50 - $15	$3
$15.50 - $25	$4
$25.50 - $35	$5
Over $35	$6

Send your request & check/ M.O. (payable to RCMA) to Secretary Bill Ell, 2831 Hermanos St., Pasadena, CA 91107

MEMBERSHIP CARDS AND BADGES

RCMA has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. While other clubs may have gimmicks or commercial good deals, our 'good deal' is your newsletter. You determine its content because you write it.

MAILING PROCEDURES

The newsletter mailed each month has a cover date for the following month. This practice is followed so that the US Post Office can deliver your issue no later than the first of the month designated on the cover.

New members whose applications are received before the end of the month will begin receiving the newsletter the following month. The first issue will be dated the month after that — as described above.

RENEWAL PROCEDURES

The date printed after the membership number on your newsletter mailing label shows the last month of your current membership. It is important to renew your membership by that date, as promptness on your part ensures uninterrupted delivery of the newsletter.

Renewal checks and new membership applications received by RCMA's General Manager, P.O. Box 542, Silverado, CA 92676, are processed for deposit on a weekly basis. Actual computer updating is done at the end of each month. Therefore, it is possible that your check or money order can be received — and even deposited — and your next issue will contain the statement "renewal overdue" on the mailing label. This simply means that your renewal was received after the cut-off date for runnning updated mailing labels.

PRORATED MEMBERSHIPS

Due to postage costs and other considerations, membership applications or renewals for any sum less than the current rate are prorated accordingly. This means that the renewal date will be due in less than a year. Please do not send more money to finish the year; just renew when your prorated date comes up.

Also because of postage costs, RCMA cannot comply with member requests to supply back issues free of additional charge (see the monthly Calendar section regarding ordering of back issues). If a late renewal results in a missed issue, the newsletter can be ordered from RCMA's secretary.

ADDRESS CHANGES

MEMBER notifications of address changes are also updated at the end of each month. If this type of address change notice arrives after the cut-off date, the mailing label will not reflect the new address until the following month.

The newsletter is mailed 3rd class under a bulk mail permit. When a member's address change is supplied by the POST OFFICE (instead of by the member), the charge to the club is 25¢. Although this fee is supposed to include forwarding of an issue to the new address, the result is often simply a return of the issue to P.O. 4563. The message is clear: when you move, notify RCMA yourself. Don't wait for the Post Office to do it.

SPECIAL FREQUENCY REQUESTS

Get in touch with your local RCMA group (see monthly Calendar section for chapter listings) or use the Contact/Information Wanted column for frequencies in your area. RCMA is not yet set up for national distribution of frequencies, although ultimately, the 'big picture' could include copies of the FCC and IRAC data bases, a fast computer, and software to select and sort in any order.

Contributions of frequencies and other material must be sent to the appropriate newsletter editor. (Editors use their own discretion in printing material sent them by non-members.) Data sent to P.O. Box 4563 is always subject to delay and sometimes cannot be forwarded because of postage costs.

DISCLAIMER

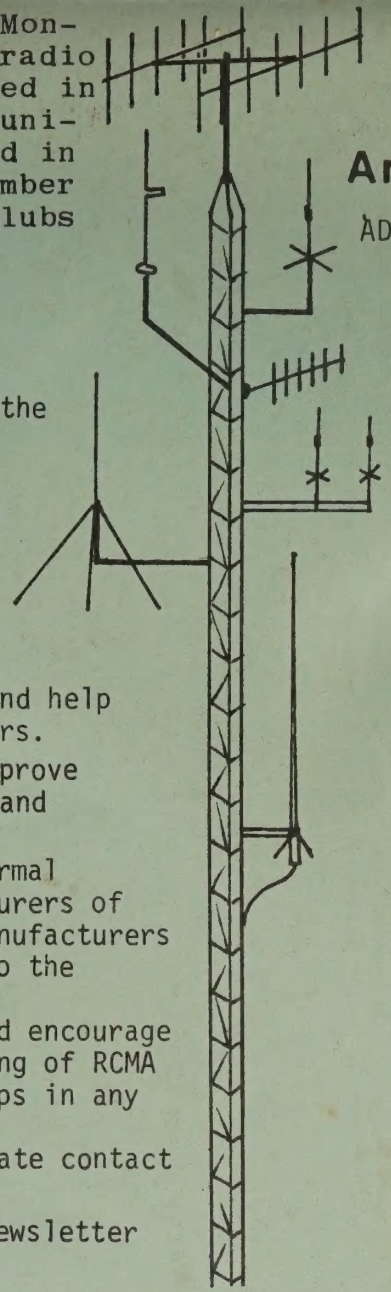
RCMA is a non-profit club for scanner enthusiasts. Neither RCMA or its newsletter are affiliated with, participate in the management of, or are responsible for, any other organization or publication. This disclaimer includes application to POLICE CALL, an annual publication put out by RCMA's good friend Gene Hughes. Queries about this publication cannot be answered by RCMA.

PLEASE REMEMBER — When writing to RCMA for any reason, include your membership number. Use it on your correspondence, checks, or money orders. RCMA tries hard to be responsive to your questions/problems. Using your membership number when you write helps us be of help to you.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



RCMA
P.O. Box 4563
Anaheim, CA 92803

ADDRESS CORRECTION REQUESTED

BULK RATE
U. S. POSTAGE
PAID
ANAHEIM, CA 92803
PERMIT NO. 397

WA 026 287
SPENCER L BAHNER
PO BOX 1432
OLYMPIA WA 98507

RUSH -- ITEMS OF NEWS VALUE
TIME VALUE